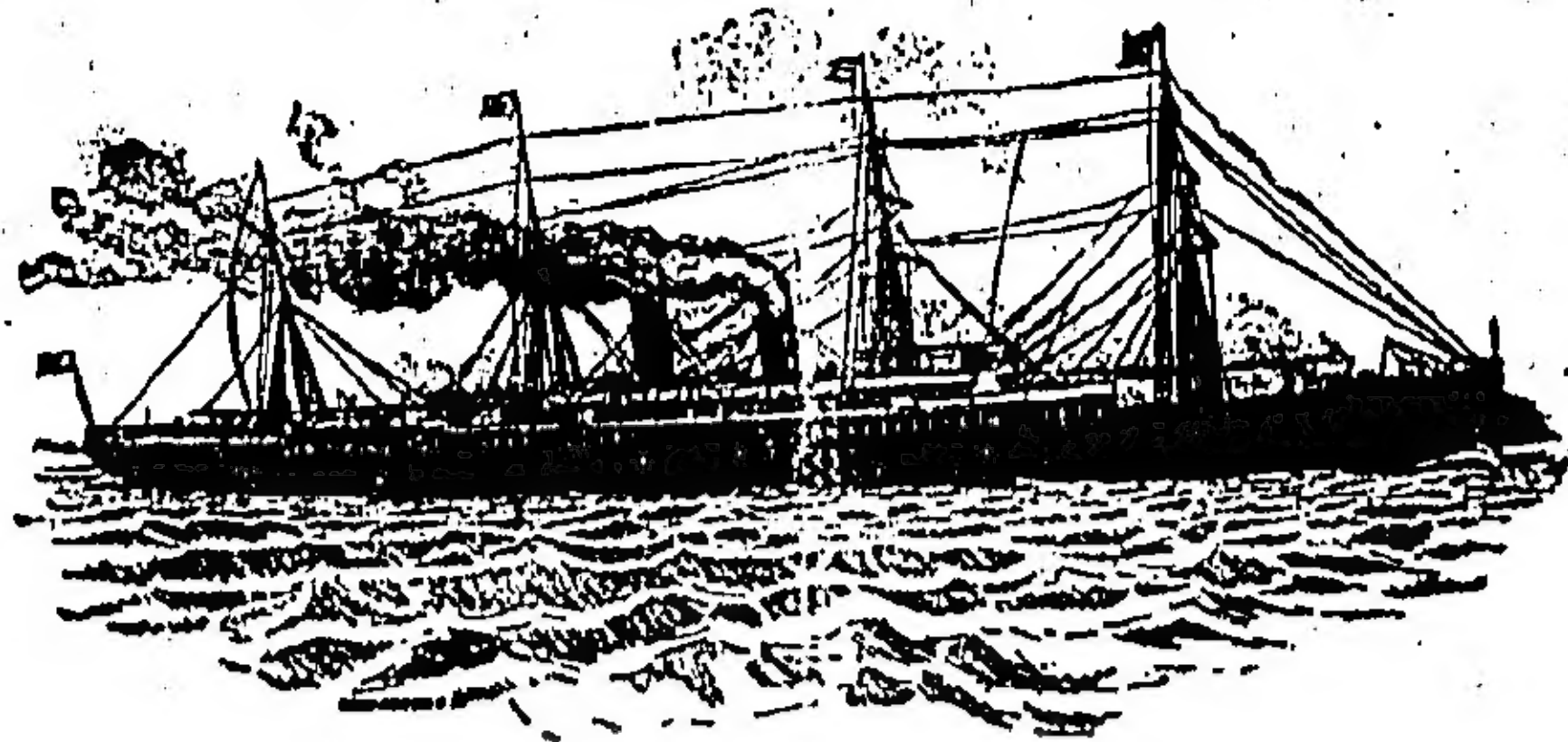


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG.

"KOREA"	11,276 Gross Tons	SATURDAY, 29th October, at Noon.
"GARELO"	4,205 "	TUESDAY, 8th November, at Noon.
"SIBERIA"	11,284 "	SATURDAY, 12th November, at Noon.
"MONGOLIA"	13,639 "	TUESDAY, 22nd November, at Noon.
"AMERICA MARU"	5,300 "	TUESDAY, 29th November, at Noon.
"OHINA"	5,060 "	SATURDAY, 3rd December, at Noon.
"DORIC"	4,784 "	SATURDAY, 17th December, at Noon.
"MANCHURIA"	8,750 "	SATURDAY, 24th December, at Noon.
"CORTIO"	4,352 "	TUESDAY, 3rd January, at Noon.

Record Trip Yokohama to San Francisco made by "KOREA," 11,276 tons, Oct. 18th, 28th, 1902; 10 days, 15 hours.

THE P. M. Steamship "KOREA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 29th October, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting lines.

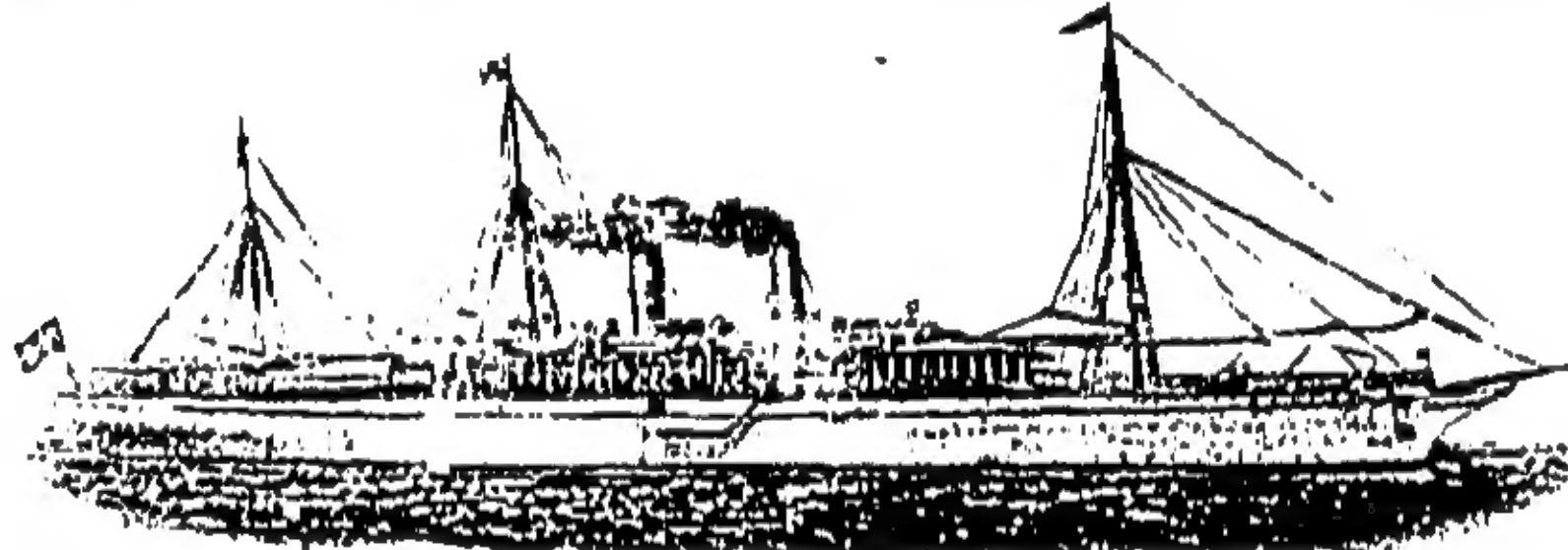
FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-door throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date. For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 19th October, 1904. E. W. TILDEN, Agent. (1)

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.	
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).	
R.M.S. "TARTAR" 4,425 Tons WEDNESDAY, 2nd November.	
"EMPRESS OF INDIA" 6,000 " WEDNESDAY, 16th November.	
"EMPRESS OF JAPAN" 6,000 " WEDNESDAY, 14th December.	
"ATHENIAN" 3,440 " WEDNESDAY, 28th December.	
"EMPRESS OF CHINA" 6,000 " WEDNESDAY, 11th January, 1905.	
"TARTAR" 4,425 " WEDNESDAY, 25th January.	

Hongkong to London, 1st Class, via St. Lawrence 460. Via New York 462. Hongkong to London, Intermediate on Steamers, and 1st Class Rail 440. 442.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent, 9, Pedder's Street. (10)

HAMBURG-AMERIKA LINIE.

OBTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS	DESTINATIONS	SAILING DATES	
BRISGAVIA	HAVRE and HAMBURG.	4th Nov.	Freight.
Schulte	(Calling at S'PORE, PENANG & COLOMBO).		
SLAVONIA	HAVRE and HAMBURG.	19th Nov.	Freight and Passengers.
(ex STRASSBURG)	(Calling at S'PORE, PENANG & COLOMBO).		
SEGOWIA	HAVRE and HAMBURG.	29th Nov.	Freight.
Schoenfeldt	(Calling at S'PORE, PENANG & COLOMBO).		
SENEGAMBIA	HAVRE and HAMBURG.	13th Dec.	Freight.
(ex NURNBERG)	(Calling at S'PORE, PENANG & COLOMBO).		
ARMENIA	HAVRE and HAMBURG.	27th Dec.	Freight.
Forst	(Calling at S'PORE, PENANG & COLOMBO).		
C. FERD. LAISZ	HAVRE and HAMBURG.	11th January.	Freight.
v. Hof	(Calling at S'PORE, PENANG & COLOMBO).		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings. (16)

TSIN TING.

LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUILAR STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 30th July, 1904. (89)

THE AMERICAN SYSTEM

DENTISTRY.
M. H. CHAUN, D.D.S.,
37, DES VŒUX ROAD CENTRAL, HONGKONG,
From the University of Pennsylvania, U.S.A.
Hongkong, 4th June, 1904. (13)

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,363 tons	Captain R. D. Thomas.
"POWAN"	2,338 "	G. F. Morrison, R.N.R.
"FATSHAN"	2,400 "	W. A. Valentine.
"HANKOW"	2,673 "	B. Branch.
"KINSHAN"	2,860 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 8.30 P.M. and 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,998 tons	Captain H. D. Jones.
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Departures from Hongkong to Macao on week days at 2 P.M.

Departures on Sundays at NOON.

Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN"	2,119 tons	Captain T. Hamlin.
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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM"	588 tons	Captain J. Willox.
"NANNING"	569 "	C. Burchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

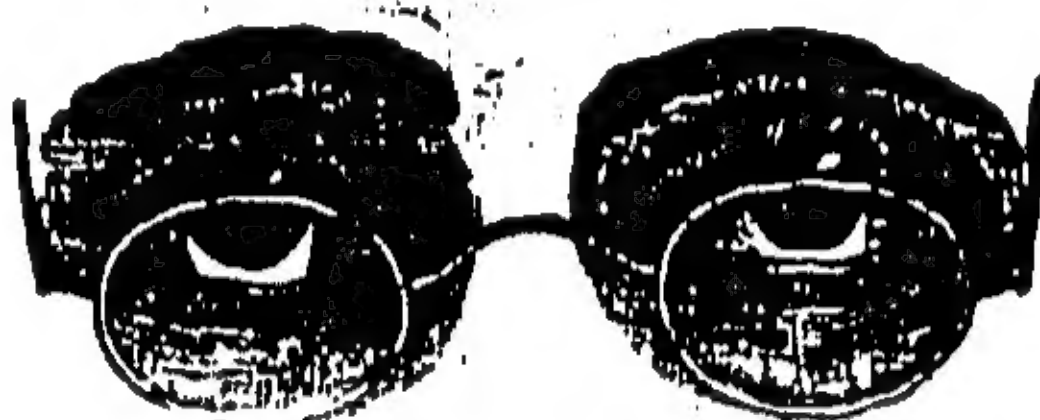
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 30th September, 1904. (13)

Intimations.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,

10, D'AGUILAR STREET, HONGKONG.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.

Sun Glasses are restful and give the effect of coolness.

Prices from \$2.00.

A. S. TUXFORD, Manager. (674)

Hongkong, 1st October, 1904.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS,
AND GENERAL COMMISSION AGENTS.

15, DES VŒUX ROAD CENTRAL, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF

SHIPS' STORES AND REQUISITES ALWAYS IN STOCK

AT

REASONABLE PRICES. Hongkong, 15th December, 1904. (1804)

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S

KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES. "OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

40, QUEEN'S ROAD.

Watson's Building.

MEE CHEUNG,

PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, 11

Ice House Road.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS

a specialty.

Hongkong, 22nd September, 1904. (724)

THE HONGKONG STUDIO,

HIGHER CLASS PHOTOGRAPHER.

41 & 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 19th September, 1904. (1)

THE CHINA AND JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE.

SUBSCRIPTIONS.

PAYABLE QUARTERLY IN ADVANCE.

EXCHANGE LINES: \$25 Per Quarter.

NO CHARGE FOR INITIAL

INSTALLATION.

N.B.—A Special Charge is made for Lines of more than average length.

DESK TELEPHONES

For a small additional annual charge Desk

Sets can be supplied.

ELECTRIC SUPPLIES.

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

SWITCHES,

TELEPHONES,

WIRE,

&c., &c., &c.

SEND FOR PRICE LISTS.

ELECTRIC BELL INSTALLATIONS.

Estimates given for all kinds of Electrical

Work.

ADDRESS:—2, ICE HOUSE ROAD.

W. STUART HARRISON,

Manager.

Hongkong, 14th April, 1904. (61)

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 85 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 876.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903. (1595)

ROYAL AERATED WATERS MANUFACTORY.

PRODUCE the highest Class AERATED WATERS in the Far East on account of their High Class Machinery and also of the superior ingredients they use in the manufacture of their goods, and the cleanliness, &c., are all under strict supervision of Europeans only.

REPORT OF AN EXPERT.

The representative of Messrs. BRATBY and HINCHLIFFE, LIMITED, Aerated Water Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers, and was greatly surprised at the compactness of our factory and also the methodical way in which everything pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly on the absolute cleanliness of our whole establishment, which he assured us was equal to any he had yet visited and superior to a great many. He also reported that the quality of our goods was of a first class nature, and they showed that scrupulous care was exercised in the course of their manufacture.

Order Books and Price List. Please apply to FACTORY and OFFICE, West Point, Tel. 367. Depot, Ice House Street. Tel. 374. Dr. V. DANENBERG & F. P. DANENBERG, General Managers.

Hongkong, 20th May, 1904. (677)

GOVERNMENT NOTIFICATION.

IT is hereby notified that on and after the 30th October, 1904, the time of 120° EAST LONGITUDE will be adopted in this Colony. The effect of this will be that local time will be advanced by 23' 18".

By Command,

F. H. MAY,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 17th October, 1904. (1139)

NOTICE OF REMOVAL.

MESSRS. DEACON, LOOKER AND DEACON have Removed their Offices to PRINCE'S BUILDING (First Floor), No. 1, Des Vœux Road.

Hongkong, 17th October, 1904. (1118)

TSANG FOO & CO.,

COAL MERCHANTS AND STEVEDORES,

43, DES VŒUX ROAD.

SHIPS Coaled from alongside at the shortest notice, and with all possible despatch. Prices Moderate. Telephone No. 329.

Hongkong, 1st October, 1904. (1091)

Hotels.

GO TO THE KOWLOON HOTEL.

KOWLOON. J. W. OSBORNE, Proprietor and Manager.

THE RAMSGATE OF HONGKONG.

METROPOLE HOTEL.

THREE miles out on the Shan-ki-wan Road. Trams pass the doors every few minutes.

The only House on the Road.

The popular resort of the Colony, occupying a charming seaside situation and commanding the most extensive view of the Harbour and Kowloon Peninsula.

Excellent accommodation for a few Boarders.

Good Sea Bathing.

Refreshments served of the first quality only.

Private Tiffins and Dinners, prepared in first-class style on the shortest notice.

Dinner Parties and Picnics catered for.

JAS. CHRISTIE,
Proprietor and Manager.

Hongkong, 15th August, 1904. (881)

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS. Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900. (132)

Intimations.

Wm. Powell, Ltd.

Hours—8.30 A.M. to 6 P.M.

SEASON 1904-5.

NEW GOODS

ARRIVE

EVERY WEEK.

LADIES' DEPT.

ALEXANDRA BUILDINGS.

Silk and Satin Ribbons.

Rich Trimmings.

Dainty Motifs.

Plain and Fancy Dress Materials.

Trimmed and Untrimmed Felt

and Straw Hats.

Lace Fichus and Scarves.

Vivella Flannels.

Flowers and Foliage.

Wings and Quills.

Fancy Chiffons.

Silks and Gauzes.

Smart Winter Jackets.

FURNISHING DEPT.

Madras Curtain Muslins.

Printed Sateens.

New Cretonnes.

Hemmed Linen Pillow Cases and

Damask Cloths.

Linen Huckaback Towels.

Teneriffe Tray Cloths & Doyleys.

Splendid Selection of Damask

Napkins and Table Cloths.

Carpets and Carpet Squares.

Rugs in all makes and sizes.

&c., &c.

GENTS' DEPT.

28, QUEEN'S ROAD.

Hours—8.30 A.M. to 6 P.M.

Black Felt Bowler Hats.

Straw Boaters.

Tweed "Kenyon" Hats.

A good Selection of Motor Caps.

Dress Shirts and Collars.

Walking and Dress Boots.

Patent Oxford Pumps.

Flannel Pyjamas.

Fine Selection of Travelling

Rugs.

Winter Underwear.

&c., &c., &c.

Wm. POWELL, Ltd.

HONGKONG.

Hongkong, 19th October, 1904.

Intimations.

CHRISTMAS AND NEW YEAR GIFTS

HOME FRIENDS.

MACWEN, FRICKEL & CO.

UNDERTAKE to Deliver Gifts, etc. (Free of Charge to Co. signed, in any part of the World)

LATEST SHIPPING DATES.

To England Nov. 8th
To France Nov. 15th
To Germany Nov. 9th
To Italy Nov. 9th
To United States via San Francisco Nov. 8th
To United States via Suez Canal Oct. 10th
To India Oct. 21st
To South Africa Oct. 21st
To Australia Oct. 21st
To Canada Nov. 8th

CHINA PARCELS EXPRESS.
OFFICE—3, DUNDY STREET.
Hongkong, 7th October, 1904. [1116]

GOVERNMENT OF BRITISH NORTH BORNEO.

GOVERNMENT OF LABUAN.

REVENUE FARMS FOR 1905, 1906, 1907.

TENDERS will be received by the SECRETARY to the GOVERNOR, Sandakan, on or before the 15th November, 1904, for the following REVENUE FARMS, for the year 1905, or for the three years 1905, 1906, 1907—

OPPIUM FARMS.
SPIRIT LICENSE FARMS.
PAWNBROKING FARMS.
GAMBLING RESTRICTION FARMS (North Borneo only).

For Particulars, apply to—
Messrs GIBB, LIVINGSTON & Co.,
Hongkong.

BRITISH NORTH BORNEO.

CUSTOMS FARM 1905.

TENDERS are invited up to 12 Noon, 15th November, 1904, for the Customs Farm, including the sole right to collect all Import and Export duties payable to Government, exclusive of Import duties on WINES, BEER and SPIRITUOUS LIQUORS, which are farmed separately, and Export duty on ESTATE TOBACCO, TIMBER, COAL, MINERALS, CUTCH and manufactured products for the year 1905.

Tenders may be for the whole territory (exclusive of Province Clarke) extending from Sepilong river in Padan Bay on the West Coast, to Brunsburk Point, Sibuko Bay, on the East Coast, including all bays, rivers and islands within the State, or for each separate district.

Each tender should state the monthly rent tendered.

This Farm is subject to the Laws and Regulations now in force or to any Laws or Regulations which may from time to time be enacted or issued by Government.

Any further information on the subject may be obtained from Messrs. GIBB, LIVINGSTON & Co., Hongkong, the Finance Commissioner, Sandakan, or from the Presidents or Officers-in-charge of the different districts or stations.

Tenders should be sealed and addressed to the Secretary to the Acting Governor of British North Borneo.

Every tender must state the nature of the security to be offered and which must be partly in cash to be deposited in an approved Bank or partly in land and house property.

The Government does not bind itself to accept the highest or any tender.

August 25th, 1904. [970]

ROBINSON PIANO

COMPANY, LIMITED.

NEW IRON - - -

FRAMED - - -

PIANOS

\$425.

GUARANTEED FOR CLIMATE.

MASTER PIANO

PLAYER

\$385 & \$500

PIANO AND PLAYER \$800.

PERSONALLY SELECTED

PIANOS

BY

BECHSTEIN, KAPS,

HOPKINSON,

KRAUSS, HAAKE,

RACHAL'S

CABIN PIANOS.

HIRE OR CREDIT.

TALKING-

MACHINES.

AN ACTUAL REPRODUCTION OF

THE HUMAN VOICE.

Hongkong, 14th October, 1904. [1095]

SHELL TRANSPORT AND TRADING COMPANY.

(Continued from page 5)

requently addressed an appeal to the Government of India, and we trust that the untenable position taken by the British authorities will be reversed. They can never quite redress the wrong which we have suffered, because, in the meantime, knowing our intentions, our opponents have been able to secure favourable plots which we might otherwise have obtained. I now turn to the European portion of this company's business. The problem with which we were confronted here was the enormous amount of capital required for properly prosecuting the business of distribution over so wide an area as Europe. Experience has taught us that we cannot successfully compete with our formidable opponents in the kerosene trade unless we are established universally, so that we cannot be slaughtered in detail. Overtures made to us by the Deutsche Bank (who are also large shareholders in the Steaua Romana Actien Gesellschaft—a producing company in Roumania), to join in our distributing business rather than to establish an organisation of their own, were carefully considered by us. This, we are glad to report, culminated in an agreement, £300,000 for working capital being subscribed by our associates, and relieving this company from the necessity of raising fresh funds. This is not the only advantage secured; but, as we have indicated in our report, it appears wise that the brunt of fighting one class of producers should be borne by other producers themselves, and not only by any intermediary distributing company, and this is the position which we have now practically attained.

In addition to handling kerosene, we are establishing a business in petroleum spirit. There are occasional rumours that the supply of this article is likely to be short. I am glad to have the opportunity of publicly stating that, in my opinion, it will be some years before consumption can possibly overtake production, the eastern companies alone being compelled to destroy over 100,000 tons of benzine a year through being unable at present to find markets for it. Thanks to the contracts made, employment has now been found for all the steamers of our fleet; so that we are in a much better position than we were when we last met you, and when it was our duty to inform you that there might have been a loss to face through want of employment for some of our steamers. This is the more satisfactory in that general shipping business is in a most depressed and unprofitable condition. You will probably expect me to tell you how the war now prevailing between Japan and Russia affects us. I am thoroughly convinced that, had Russia not been most justly tackled by Japan, Manchuria would have been lost to European trade, and particularly to our company; because all kerosene but Russian would certainly have been excluded by prohibitive tariffs. Manchuria, however, is a natural market for our Borneo and Sumatra oils, which can be laid down, owing to the geographical position, at much lower prices than is possible for either Russian or American oil. Besides this, I am convinced that, with the progressive and able administration of the Japanese trade, both in Korea and Manchuria, will advance far more rapidly than it would have done under the reactionary policy of the Russian Government. I have had practical proof of how able the Japanese are in their civil administration, by seeing what giant strides Formosa has made since it has been under their guidance. I ventured to predict that we were becoming more and more independent of Russian oil owing to our largely increased production of Eastern oil. The fact is that if Russia would remove the terrible excise duty which she has placed upon oil for consumption in her own territories, for political reasons, to keep her unhappy people in the ignorance caused by dear light, there would be very little Russian oil available for export. The home consumption, under such conditions, would almost require the production of Russia to supply it. I cannot help thinking that, when better government prevails, this must be one of the first questions considered, and it would affect our trade very materially, because the value of other oils would increase were it not that Russian oil is exported so largely because of this artificial barrier to its home consumption. Our sales of liquid fuel continue to keep pace with our production and here again it is not a little remarkable that Russia, with the largest supplies in the world, should still be burning coal in her own navy. The whole of her difficulties in getting the Baltic Fleet out would have been easily overcome had the fleet been capable of steaming on liquid fuel. It is with great satisfaction that we note our own Admiralty's successful experiments with liquid fuel, and we think we may legitimately take credit for not only having inspired them, but for having furnished the supplies which have rendered them possible. I have only to add that trade, in the current year, in spite of the many drawbacks to which we have been subjected, is satisfactory, and we, to-day, can reasonably anticipate that we shall be able on January 1 to distribute an interim dividend at the rate of 5 per cent. per annum on account of profits for the year 1904. I now beg to move: "That the report of the directors be received and adopted."

Mr. Lane scolded the motion, which was carried unanimously. Messrs. Henderson, Jardine, Runge, and Rickmers, the directors, retiring by rotation, were also duly re-elected. Sir Fortescue Flannery, M.P., then moved: "That the meeting be adjourned until a date to be fixed by the directors, when the accounts shall be ready for approval." With regard to the treatment which they had received at the hands of the British authorities he fully endorsed the chairman's remarks, and suggested that the 1,500 shareholders should each send a copy of the chairman's speech to his local member of Parliament, in order to have the question of British interests in Borneo raised in Parliament. As to the position of the company generally, he had during the past six

years made careful notes of the balance-sheets and profits; that period he found that some £40,000 had been placed to reserve and £200,000 to depreciation, whilst only £1,000,000 had been distributed in dividends. He looked forward with the utmost confidence to the future of the company. (Applause.) The resolution was seconded by Mr. G. Hockley and unanimously adopted. A vote of thanks to the chairman and directors terminated the proceedings.

COMMERCIAL.

YARN MARKET.

In their report, dated 21st instant, Messrs. Cawajee, Pellanjee & Co. write:—Since the issue of our Circular dated the 7th inst., owing to the extreme anxiety on the part of some of the importers a general decline of fifty cents to a dollar-and-a-half per bale has been established in our yarn market. Notwithstanding this decline, dealers as well as speculators are by no means anxious to resume operations in consequence of unfavourable reports from the interior, coupled with a fear of a further decline in the near future. A very unsatisfactory business is reported in No. 20s.; only a few selected three-de changed hands. No. 16s. also move very slowly at a decline. The bulk of the business is reported in Nos. 12s. and 10s. Nos. 8s. and 6s. found buyers at current quotations. The market closes rather weak. Sales during the past fortnight comprise of about 125 bales of No. 6s.; 150 bales of No. 8s.; 3,775 bales of No. 10s.; 1,625 bales of No. 12s.; 250 bales of No. 16s.; and 175 bales of No. 20s.; in all about 6,100 bales. Arrivals per Steamers *Lightning*, *Managone*, *Maria Valeris*, *Kumsang*, and *Sinla* of about 6,000 bales. Shipments to Shanghai and the Northern Ports about 2,000 bales. The unsold stock is about 18,000 bales.

Local Yarns.—Sales are reported of 50 bales of No. 8s. at \$115; 600 bales of No. 10s. at \$117, and 250 bales of No. 12s. at \$119, in all about 900 bales.

Japanese Yarn.—Sales about 350 bales of No. 20s. at \$135 to \$137.

Exchange.—We quote to-day on India at Rs 137½ per cent. London at 11. 10½d. = \$.

FOREIGNLY MARKET REPORT.

Cotton, Indian.—Mongre stock has attraction of the buyers and about 100 bales were sold at \$31 to \$30 per picul. The unsold stock is estimated at about 300 packages.

Cotton Chinese.—About 250 piculs changed hands at \$33 to \$32 per picul. The unsold stock is estimated at about 200 bales.

Yarn, Indian.—Hasty sellers coupled with unfavourable advices from the consuming districts caused prices to decline from fifty cents to a dollar per bale all round. A good business is reported as usual in No. 19s. and 12s. Nos. 16s. and 20s. are difficult of sale. Sales are reported of about 6,100 bales. The unsold stock is about 18,000 bales.

Yarn, Local.—Sales are reported of 50 bales of No. 8s. at \$115; 550 bales of No. 10s. at \$117, and 200 bales of No. 12s. at \$119 per bale, in all about 800 bales.

Yarn, Japanese.—About 300 bales of No. 20s. changed hands at \$135 to \$137 per bale.

Opium, Malwa.—Ruled steady and sales are reported of about 130 chests of new at \$1,050 to \$1,100. Old about 95 chests at \$1,100 to \$1,200 and oldest about 20 chests at \$1,240 to \$1,280 per picul, in all about 245 chests. The unsold stock is estimated at about 300 chests.

Opium, Bengal.—Prices show an advance and sales are reported of about 710 chests of Patna at \$1,100 to \$1,135. Benares about 475 chests at \$1,055 to \$1,080 per chest, in all about 1,185 chests. The unsold stock is estimated at about 1,450 chests.

Opium, Persian.—Ruled steady, sales 50 chests at \$880 to \$910. The stock is about 1,950 chests.

Miscellaneous Quotations.—

Ivory \$300 to \$650
Tin Leaves 111
Cassia 16 to 22
Wax (Japan) 34 to 38
Borax 15 to 17
Sandal Wood 27 to 30
Camphor (Chinese) 112
Camphor (Japan) 125
Resins 4
Glue 27
Saltpetre 11

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 1/10½

Do demand, 1/10 3/16

Do 4 months' sight 1/10 1/16

France—Bank T.T. 2/3 1/4

America—Bank T.T. 44½

Germany—Bank T.T. 1/8 1/2

India T.T. 1/3 1/4

Do demand 1/3 1/4

Shanghai—Bank T.T. 7 1/4

Singapore—Bank T.T. 90½

Java—Bank T.T. 11 1/2

Bank of England rate 3 1/2

Buying.

4 months' sight L/C. 1/10 1/16

6 months' sight L/C. 1/10 3/16

30 days' sight San Francisco & New York 45½

4 months' sight do 46½

30 days' sight Sydney and Melbourne 1/10 1/16

4 months' sight France 2/3 1/4

6 months' sight 2/3 1/4

30 days' sight Germany 1/8 1/2

Bar Silver 26 1/2

Bank of England rate 3 1/2

OPPIUM QUOTATIONS.

Today's quotations are as follows.—

Malva New @ 1,079 1/2, 1,100

Old @ 1,120 1/2, 1,150

Older @ 1,180 1/2, 1,210

Oldest @ 1,280 1/2, 1,320

Patna New @ 1,137 1/2

Repairs New @ 1,082 1/2

Prizes (Paper) @ 840/300

Intimations.

FOUNDED IN HONOUR.

No doubt you have seen in the papers such announcements as this—concerning some medicine or other—"If on trial, you write that this medicine has done you no good we will refund your money." Now, we have never had reason to speak in that way concerning the remedy named in this article. In a trade extending throughout the world, nobody has ever complained that our medicine has failed, or asked for the return of his money. The public never grumbles at honesty and skillfully made bread, or at a medicine which really and actually does what it was made to do. The foundations of

WAMPOLE'S PREPARATION

are laid in sincerity and honour, the knowledge of which on the part of the people explains its popularity and success. There is nothing to disguise or conceal. It was not dreamed out, or discovered by accident; it was studied out, on the solid principles of applied medical science. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod fish, combined with the Compound Syrup of Hypophosphites, and the Extracts of Malt and Wild Cherry. This remedy is praised by all who have employed it in any of the diseases it is recommended to relieve and cure, and is effective from the first dose. In Anemia, Scrofula, Nervous and General Debility, Influenza, La Grippe, and Throat and Lung Troubles, it is a specific. It is precisely what it is said to be, and has won the confidence of the public on that basis. You may resort to it with a faith and hope that arise from the history of what it has done for others. Dr. Thos. Hunt Stucky says: "The continued use of it in my practice, convinces me that it is the most palatable, least nauseating, and best preparation now on the market." One bottle proves its intrinsic value. "You cannot be disappointed in it." Sold by chemists throughout the world.

4

VICTORIA RECREATION CLUB.

WANTED.

FROM 1st November, a EUROPEAN STEWARD for the above Club.

Salary to commence \$120 per month. Applications in writing accompanied by references to be addressed to the Undersigned.

HAROLD C. AUSTEN,

Hon. Secretary.

Kowloon, 21st October, 1904. [1148]



SANITARY BOARD OFFICE,

Hongkong.

TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYE-LAWS (as amended), every Domestic Building or part of such Building within the CENTRAL DIVISION of the CITY OF VICTORIA and the WESTERN DIVISION of KAU-LUNG occupied by members of more than one family must be Cleaned and Lime-washed THROUGHOUT by the owner during the months of September and October.

N.B.—The word "Throughout" used in this notice means that the Houses should be Lime-washed in respect of all the Walls of each room and Staircase, all Cubicle Partitions, Stair Casings and Stair Linings, all Ceilings and the Under-sides of Roofs both in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs.

The Back Yard should have its containing Walls Lime-washed up to the level of the first floor.

Carved, Painted or Polished Woodwork in good condition, however, need not be Lime-washed but must be Cleaned.

The Central Division of the City lies between Gilman Street and Peel Street on the East and Tank Lane and Cleverley Street on the West. Kau-lung is divided into the Eastern and the Western Divisions by Robinson Road and a straight line drawn from the north end thereof through the Yau-mai service reservoir to the northern boundary of Kau-lung.

THOS. A. HANMER,

Secretary.

Dated this 7th day of October, 1904. [1144]

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE

(on and after 1st October, 1904.)

WEEK DAYS.

6.45 a.m. to 7.00 a.m. Every 15 minutes.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m. SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, 1st October, 1904. [1094]

Intimations.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND of \$35 per Share for the year 1903, equivalent to 35% on the paid-up Capital of \$100 per Share, has been declared.

WARRANTS will be issued on the 21st October.

By Order of the Board,

C. MONTAGUE EDE,

Acting Secretary.

Announcements.



A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS

ESTABLISHED A.D. 1841.

THE FINE

MELLOW

FLAVOUR

OF OUR CELEBRATED

E

BLEND

VERY OLD LIQUEUR

SCOTCH

WHISKY.

IS ATTAINED ONLY BY

Giant Age, being

thoroughly matured

and Superior Quality.

Uniformly Maintained.

Price \$16.50 per Dozen.

A. S. WATSON & Co.,
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 13th September, 1904. [35]

TELEPHONE NO. 254.
CABLE ADDRESS: "WATSON," HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣

17, QUEEN'S ROAD.

FURNITURE
DEALERS.

DRAWING-ROOM,

DINING-ROOM,

and BED-ROOM

FURNITURE.

ELECTRO-PLATED,

GLASS, and

CHINA WARES.

PASTEUR'S MICROBE-PROOF

FILTERS,

ROCHESTER LAMPS,

WHITE TURKISH TOWELS.

COUNTERPANES.

COOKING RANGES,

KITCHEN UTENSILS, and

HOUSEHOLD REQUISITES.

PHOTOGRAPHIC
DEPARTMENT.

DEVELOPING and PRINTING

UNDERTAKEN FOR AMATEURS.

GOOD WORK.

PROMPT RETURN.

Hongkong, 8th January, 1904. [45]

E. C. WILKS & Co.,

MARINE SURVEYORS,

CONSULTING ENGINEERS AND

NAVAL ARCHITECTS.

COLLISIONS and Damages Surveyed.

Salvage Work undertaken.

Ship Designs and Specifications prepared.

Agents for the Construction and Sale of Steam

and Motor Launches.

Contract for New Tonnage on reasonable terms

with First-class Builders.

A large stock of Canadian Asbestos and

Asbestocel goods kept.

Agents for Messrs. Allen & Sons Electrical

Plant and Centrifugal Pumps.

Telegram Address: Telephone—No. 358.

Hongkong, 3rd May, 1904. [58]

NOTICES.

All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

WEEKLY—\$13 per annum.

The rates per quarter and per month, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.50 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-five cents.

DEATH.

SETNA.—On the 21st October, at his residence, Bhandra Hill, Bombay, Mr. DHUNJEEBHAI CURSETJEE SETNA, (Partner, Messrs. Cursetjee Bomanjee & Co., of Bombay, and Messrs. Cawasjee Pallonjee & Co., of Hongkong and China), beloved father of Mr. Sorabjee Dhunjeebhoy Setna, of Hongkong. Aged 62. Deeply regretted. (By telegram.) [1151]

The Hongkong Telegraph

HONGKONG, SATURDAY, OCTOBER 22, 1904.

THE PROJECTED CASINO.

For some time past it has been known that negotiations were proceeding with the Portuguese authorities for the establishment of a casino on Western lines in the Colony of Macao. Yesterday we made the definite announcement that Mr. John S. Barnes has succeeded in focussing the matter to such a point that he is sanguine of obtaining the concession on his visit to Lisbon to confer with the Minister for the Colonies there on the terms under which a grant will be made to him for the institution of a gambling establishment in our neighbouring Colony. It is not our purpose in this article to discuss the contentious interest which will be created by the project Mr. Barnes has in contemplation with the present farmers of the gambling monopoly at Macao. It has been held by all right thinking people that the influence of the monopolies established there, whether in the nature of gambling farms, opium farms, or the exclusive sales of kerosene, pork, and the daily necessities of life, are most baneful to the prosperity of a Colony which has long been dependent upon most iniquitous sources of revenue for its maintenance. The creation of monopolies in any shape or form is detrimental to the best interests of any country. Macao has seen how the kerosene trade, at one time so prosperous, has been driven from the Colony by the creation of a farm so loudly denounced; the tax on sulphur and saltpetre has sent the once flourishing fire-cracker industry from its shores to Hongkong, and the exclusive privilege granted for the slaughter of live stock has raised the prices of food stuffs in the Settlement above that ruling in this Colony. The people have been loud in their condemnation of the action of the responsible authorities. But *vox populi* does not appear to be *vox Dei* in the Portuguese colony. Far and away the most injurious of the many forms of farms by which Macao has been capable of maintaining its cost of administration must certainly be put down to the gambling monopoly which contributes the sum of three hundred thousand dollars per annum to the Colony's coffers. The promoter of the new casino will probably offer tempting inducements in the way of pecuniary payments for the privilege of establishing this new form of gambling exclusive to Europeans in Macao. Although it may be too much to hope that the neighbouring settlement will do away with gambling, as recognised by the State, we cannot resist a call to make a strong denouncement of an impending evil which shall certainly have dire consequences upon many of the citizens of this Colony. It is with a view to prevent the consummation of the project proposed that we should enter a protest, strong and earnest, and in good time, for the consideration of the Portuguese Government no less to bring the matter before the notice of the Colonial authorities in Hongkong. And we have all the more reason for assuming the attitude we now take up since it has been discussed that no one can afford to quarrel, nor can any one raise a growl with such an enterprise as this; for, from a business point of view, it was alleged that it would be the means of putting considerable revenue into the government coffers at Macao, while the steamer lines running to that port would undoubtedly marvellously increase their earnings. It was further argued that, with such an attraction, so close to Hongkong, the residents in this Colony need never be at a loss how to spend the week-end, or pass away a dull Sunday, the delightful sea-trip across, in itself, adding considerably to the other attractions of such an excursion. In this connection, we have heard it remarked that Singapore is situated almost exactly as will be Hongkong, should this concession be granted,

as just across the Straits, one hour from Singapore itself, is the Johore casino for the running of which the Sultan of Johore has granted a concession, in monopoly, to a wealthy Chinese syndicate, and there are few who manage to get away from Singapore on a Sunday, who do not take the little trip and indulge in a mild flutter! It is peculiarly seasonable, in view of the latter observations, to read the excellent editorial which appears in our esteemed Penang contemporary (the *Straits Echo*) of the 18th inst. In regard to Johore the southern journal remarks: "The influence of the notorious Monte Carlo at Johore has probably done more to undermine the moral constitutions and to shatter the mental calibre of Singaporeans,—Europeans and Asiatics alike,—than more statistics can ever prove. Of course, it is a recognised fact that at Johore gambling is interdicted among Europeans, Eurasians, and Malays; but it is also an open secret to those who know anything about the matter that Europeans and the other prohibited classes often get their 'little bit on' all the same through their Chinese servants, who, in common with both Oriental and Occidental races, dearly love the excitement of 'fluctuating' in the casino. But that the Chinese should, in the absence of a law of prohibition at Johore, be made in too many cases—were the true facts only to come to light—the wayward scapegoats of others is grossly inequitable. Their vaunted lords and masters, among whom, by the way, may oft be included some in the innermost circles of respectable Society, should bear the burden of any shortcomings of their own on their own shoulders and not unnecessarily expose their menials to the dangers of this sink of iniquity in Johore. It has been argued that, as long as the gambling-houses are permitted and revenue drawn by the Johore Government, so long will all the vices of the gambling mania predominate among the Chinese. Similar argument has been made use of elsewhere, but has always been ruthlessly pierced on taking it to its logical conclusion." Our contemporary recalls the existence of the gambling "hells" at Kowloon, under circumstances which must still be fresh in the minds of our readers. They are tersely and concisely put as follows:—"At Kowloon the Canton Government permitted gambling, and although the Hongkong Government protested against the existence of the 'hells' in such close proximity to the Colony, there was no abatement of the nuisance—the menace to the peace and well-being of the Colony—until the hints of unpleasant reprisals became very broad indeed. Then the Viceroy of Canton became alarmed and sent a deputy down to Chinese Kowloon to close and seal up the objectionable houses. But before long they were reopened, necessitating fresh remonstrances, followed by a repetition of reluctant compliance with the reasonable request of a friendly neighbour. All sorts of excuses were made by the Chinese authorities for failure to promptly comply with the oft-repeated requests of the Governor of Hongkong and for failure to keep the 'hells' closed when sealed up; and it was not until Chinese Kowloon came into possession of the British Government, by lease, that this serious menace to the peace, good government, and well-being of Hongkong was completely removed."

The friendly relations subsisting between the two Colonial Governments is our excuse for the suggestion that representations might be made by the British authorities to the Portuguese Government in order that the founding of the casino at Macao may never be eventuated.

LOCAL AND GENERAL.

THE storeship *Humber* has arrived from Weihaiwei.

ANOTHER rule has been made respecting penalties for offences under the Tramway Ordinance.

AN addition to rule 2 of the rules and regulations relating to the importation of petroleum in cases is printed in the *Gazette*.

H. E. the Governor has appointed Mr. S. B. C. Ross to be a director of the Widows and Orphans' Pension Fund, with effect from the 27th November, 1903.

THE name of Dr. Kackhossu Jansetji Polish-wala has been added to the register of medical and surgical practitioners qualified to practise medicine and surgery in the Colony.

IN honour of the anniversary of the birthday of H.I.M., the Empress of Germany and Queen of Prussia, many ships in port were dressed, and a royal salute was fired at noon to-day.

THE nations should agree that only the flag of an enemy can be struck on the high seas, and that the deck of a neutral is part of its soil, and equally inviolable.—*San Francisco Call*.

COLONEL Driscoll, known during the South African war as "The King of Scouts," is now in charge of the escort which accompanies Chinese labourers from Durban to the Rand.

A NOTICE concerning proposals of candidates for the Nobel Peace Prize is printed in the current number of the *Government Gazette*.

A JAPANESE national flag, nine feet in length, is reproduced in flowering plants in the Penge public recreation ground. The design is pretty and effective, and is found a great attraction by visitors.

H. E. the Governor has appointed Fleet Paymaster Arthur Wilson, R.N., to be a member of the committee for the Wong-wei-chong and Queen's Recreation Ground, *vice* Surgeon William L. Martin, R.N.

MR. Warnford Lock, general manager of the Rand Australian Gold Mining Co., has gone to Borneo with Mr. Scrivenor, the Government geologist. The *Malay Mail* understands that he is examining into the question of cyaniding.

ON August 26th was launched the first of two sister ships for Messrs. Alfred Holt & Co., Liverpool. The steamer which was named the *Prima* is intended for general trade in the East. Her dimensions are 330 ft. by 47 ft. by 31 ft. 3 ins.

IT has been resolved by the Governor in Council that the resumption of portions of the lots known as and registered in the Land Office under the name of Kowloon Marine Lots 4 and 5, and Kowloon Inland Lots 443, 442 and 618 is required for a public purpose.

LEUNG Soi engineer of Police launch No. 4, has had his certificate suspended, by Mr. Basil Taylor for two months, for neglect of duty, in allowing the engine and boiler of the boat to become coated with rust, while she was in dock for petty repairs. Inspector Langley prosecuted.

A MILLION cartridges a month are now being turned out of the Canadian Government arsenal, in addition to ammunition for 12-pounders and other artillery. This output (which, in case of need, could be doubled), enables the wants of the Militia to be met, while at the same time a substantial reserve is being created.

THE Cantonese officials at Peking have received an urgent message from their fellow provincials, stating that the Kwangsi rebellion has so spread that it affects the situation in Kwangtung, etc. Consequently, they have, through Minister Tai Shao Hui, informed the Governor of Kwangtung to take the necessary steps for the safe-guarding of Kwangtung.—*Eastern Times*.

THE contract for the work of erection of the Queen Victoria Statue, the front wall, and new entrance to the British Legation, at Bangkok has been given to the lowest tenderer, Messrs. Thyee Chuang & Co., contractors, whose price is £10,800. The plans and specifications have been prepared by Messrs. Mackay and Macarthur, Consulting Engineers, who will also supervise the work of erection. These plans and specifications have been arranged so that the work can be carried out with the funds available for the purpose, the design of gates, railings, &c. is consequently not so elaborate as could be desired; still the frontage, when finished, will be a vast improvement on the present one, and the handsome bronze statue will have a more suitable setting. The work will be commenced immediately, says the local *Times*.

HIO Kan, master of the launch *Yui Sum*, which ran into and capsized a sampan, in which Mr. D. Christie, chief officer of the *Kwong Sang*, and Mr. F. A. Sloane, a passenger to Shanghai, were going to the Praya landing stage, as reported in these columns, was placed before Hon. L. Barnes-Lawrence when, for breach of the rules laid down for the avoidance of collisions in the harbour, his certificate was suspended for two months. It will be remembered that in this collision Mr. Sloane lost his pocket-book with money, papers, and a ticket to Shanghai, and it has since been learned that Mr. D. Christie had a very valuable gold watch badly damaged. It is understood that Mr. Sloane is about to institute proceedings in the Supreme Court against the master of the launch *Yui Sum*, for recovery of his losses.

DEATH OF MR. DHUNJEEBHAI CURSETJEE SETNA.

It is with much regret we have to record the death of an old resident and highly respected member of the Parsee community of this Colony, which took place on Thursday, in Bombay, in the person of Mr. Dhunjeebhoy Cursetjee Setna, chief partner of the firms of Cawasjee Pallonjee and Company, of Hongkong and China, and Cawasjee Bomanjee, of Bombay. He was the second son of Mr. Cursetjee Bomanjee, of Bombay, and founder of the above-mentioned firms, and father of Mr. Sorabjee Setna, manager of the firm of Cawasjee Pallonjee and Company in Hongkong, and of Mr. Nusserwanjee Setna, manager of the Shanghai branch of the firm. Besides these sons the deceased gentleman leaves a widow, two younger sons and a daughter, all the latter of whom are now in Bombay. The deceased, who was at one time a well-known and prominent figure in Hongkong, had been suffering, some two months, from locomotor ataxia, with the superadded complications of gout and diabetes. Besides the four sons and one daughter mentioned, Mr. Dhunjeebhoy Setna, who was only sixty-two years of age, leaves seventeen grand-children to mourn his loss. Much sympathy has been extended to Mr. Sorabjee Setna, the eldest son of the deceased, who will be shortly proceeding to Bombay, where the widow and other members of the family reside.

LAND MARK HOK UN.

Particulars and conditions of the selling by public auction sale, on the 14th prox., of Kowloon Marine Lot No. 86, situate near Hok Un are printed in the *Government Gazette*. The lot comprises 21,225 square feet, the boundary measurements being north, 783, 331'0; south, 973, 334'4; east, 546; and west 50'. The annual Crown rent is \$122; and the upset price is fixed at \$10,612.

THE LILLIPUTIANS AT THE CITY HALL.

"A GAIETY GIRL."

There was another crowded attendance at the City Hall last night, when the Lilliputians produced "A Gaiety Girl." The show was somewhat curtailed, and finished early, but at the same time from an artistic point of view the performance left nothing to be desired. Many changes have taken place in the casting of characters since the children were last here, the most important being the substitution of Jack Pollard for Daphne Trotter in the diverting rôle of *Montague Brerly*, the erring sky-pilot. He sang, and played, as well as ever, but looked as though he would be happier in his old time part of the Ely Place man. Miss Daphne Trotter, as *Lady Virginia* was the essence of self-possession, and had many pretty and capable aides under her chaperonage. The popular "Please go away and Let me Sleep" caused rounds of applause, and as sung by Teddie MacNamara, and re-jolled by Fred Pollard in the orchestra, formed the event of the evening. It is needless to state that remaining characters were admirably portrayed.

All the pieces are exceptionally well-dressed, and the *mise-en-scène* depicting the conclusion of the fancy dress ball at a fashionable resort on the Riviera, was one of the best that Pollard has yet arranged.

This evening H. E. the Governor will patronise the Company and the performance is sure to be up to expectations.

The premier juvenile opera bouffe artistes, of the whole world will appear on Monday and Tuesday evenings in "The Lady Slavey," a musical eccentricity rendered famous by witty Watie Walton, the man who could make cats laugh. The piece is sure to be successfully presented. The music is bright, and the action deliciously immaterial.

THE MINISTERING CHILDREN'S LEAGUE.

ANNUAL BAZAAR.

The annual bazaar held under the auspices of the Ministering Children's League took place to-day, but was unfortunately marred by the dismal drizzle that commenced about 2.30 p.m., and continued during the rest of the afternoon. In consequence of this the out-door games had to be abandoned, while the toboggan slide was entirely deserted. The stalls had all been prettily arranged with many dainty goods for matrons and for maids, but had unfortunately to be entirely enveloped in bunting for protection. The stall-holders were Mrs. E. Robinson, Mrs. Lee-Jones (parcel-wrapping), Mr. Badley, Mrs. Johnson, Misses Stella May, Alice Hoare, Kathleen Cocker, Gussie Hinds and Gwenie Woodward, (fancy goods); Misses Griffin Siscock, May Hoare, Phoebe May, Nancy Playfair, Erica Fuchs, and A. Rogge, (photo frames and cushions), Mrs. Bridie Mrs. More, Misses Ethel Parker, Gladys Brown, Lilly Plesley, Gertrude Bridie, Phyllis Moore and Irene Cowan (fancy work); Mrs. Davis, Mrs. Craddock Mrs. Rolfe, Misses D. Barker, Florrie Standage, Winnie Edwards and Lilly Neave, (lace and embroidery); Mrs. Hurly, Misses Vanstone, Ahweon, Winnie Ward, Agnes MacDonald, Lilly Higby, Rosa Bradley, Lizzie Vanstone, and Winifred Newton (embroidery and Chefoo ware); Misses Loureiro and Miss Iris May (candy stall); Mrs. Loureiro and Mrs. Seth (candy stall); Mrs. Koch, Miss Blair, and Mrs. Britten (ice cream); Mrs. Danby, Mrs. Compertz, Mrs. Bateson-Wright, Miss A. Berkeley, Miss Siebs, Miss Barnes-Laurence, Miss Barker, Mrs. Rout, and Misses Roger, (3) refreshments; Mrs. Mitchell, Mrs. Barker, Miss Barker, Mrs. Bateman, Misses Bateman, Lammer, Wallace, and Mitchell (toys and grab-bag). In the theatre some nursery rhymes in costume, arranged by Mrs. James were admirably illustrated by a bright troupe of youngsters, consisting of Masters W. Robertson, A. Martin, H. Stewart, D. Logan, and A. Martin, and Misses Cissy Lowe, M. Stewart, E. Parker, G. Hume, E. Packham, L. Neave, M. Wilson, T. Gray, and P. Newton, who scored a great success. By kind permission of Colonel Caulfield and officers of the band of the 110th Mahrattas entertained the somewhat dreary afternoon with sweet strains from an excellent selection.

THE CANTON INSURANCE OFFICE, LTD.

Through a printer's error in the report of the meeting of the Canton Insurance Office, Ltd. the dividend declared was given as \$18 per share. This is a mistake; the dividend is \$17 per share.

THE WEATHER.

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observatory.

On the 22nd at 11.15 a.m. The barometer has risen throughout China, Japan, and the Philippines, and fallen slightly over the Pacific to the eastward of Formosa.

The depression has moved rapidly to the NE. having traversed the Sea of Japan and the northern island yesterday.

Fresh NE. monsoon prevails along the entire coast of China and over a considerable part of the China Sea.

Forecast:—Moderate NE. winds, cloudy, fair.

E L E G R A M.

(Rules.)

Tibetan Column Snowbound.
LONDON, 20th October.
The India Office denies that the occupation of the Chumbi valley will continue for 75 years.
Reuters's correspondent at Pharijong, wiring on the 17th inst., says, that the last column of the Thibet force, with the Headquarters, are snowbound there, the drifts having obliterated the roads. Two men have died from exposure.

The Thibetan Agreement.
Reuters's Agency understands that it was settled, at Lhasa, that the Tibetans should pay an indemnity at the rate of a lakh a year, and although it was pointed out that the occupation of the Chumbi Valley under the treaty was to continue until the indemnity was paid, yesterday's *démenti* apparently implies that the Home Government has not confirmed this arrangement. It was also agreed at Lhasa that the representative of Great Britain at Gyantse should have the right of going to Lhasa to settle any questions requiring his presence there.

BOWLING GREEN CLUB.

IMPORTANT MEETING.

An important meeting of the Kowloon Bowling Green Club was held at the Club premises on Friday week. There was a large attendance of members. The meeting was called to consider certain proposals of the Committee for extending the present laws, adding two tennis-courts and enlarging the Club pavilion, its present habitat having been found much too small as the club grows in popularity with our suburban residents. The meeting evinced much enthusiasm in the project of extension, and from beginning to end the discussion resolved itself into a unanimity of opinion for the adoption of the scheme in this entirety. It is estimated that to effect the improvements and additions proposed there will be involved an expenditure of somewhat over two thousand dollars, and upon the resolution being submitted to the members by the chairman it was adopted with acclamation. It was decided that the money thus required should be raised by the issue of debentures of twenty-five dollars each, subscription for which was restricted to members of the Club only. It is anticipated that no difficulty whatever will be met in the raising of the full amount required for the improvements which are bound to command still greater support for an institution that already counts so large a number among its members in the peninsula. Practically all the members present at Friday's meeting signified their intention to subscribe for the debentures.

The effect of the bowling lawns being extended will be to bring them into line with regulation bowling green at home. The extension will permit of the game being played according to all rules prevailing in the old country—throwing the Jack instead of as at present simply placing it down by hand. The addition of two tennis-courts will enhance the attractiveness of the Club amongst the fair supporters of this popular institution across the harbour. The ladies of Kowloon have hitherto evinced keen interest in all that pertains to the doings of the Club. With the completion of the improvements sanctioned by the members the Bowling Green Club will make a still greater bid for popular favour.

THE STRANDING OF THE "SWANLEY."

The following notification is printed in the *Gazette* of 21st inst.—

SOUTH NATUNA ISLANDS—CHINA SEA.
The master of the s.s. *Swanley* reports that his vessel stranded on an uncharted coral patch East of Serai Island.

Bearings—Centre of Serai Island—
Island.....S 74° W
Buku Island.....N 114° E
Subi Island (S.E.).....Correct
extreme.....N 47° E
Dua Rock.....West
Brian Island.....S 54° E

Latitude.....2° 42' 30" N
Longitude.....108° 40' 45" E Approx.

The reef appeared to be of small extent—14 feet was the least water obtained round the vessel when she stranded.

(Sd.) C. A. RADCLIFFE,
Acting Master-Attendant, S.S.

LEAGUE TABLE.

Following is the Cricket League table to date—

	Played	Won	Lost	Drawn	Pts.
A. O. C.	3	3	—	—	9
Civil Service	1	1	—	—	3
H.K. Police	1	1	—	—	3
Kowloon	1	1	—	—	3
R. A. M. C.	3	—	3	—	—
83rd Co. R. G. A.	1	—	—	—	—

3 points, a win.
1 point, a draw.

SHIPPING AND MAILS.

MAILS DUE:
American (Korea) 23rd inst.
German (Zielen) 25th inst.
Indian (Arratoon Akyar) 25th inst.
American (Galle) 29th inst.
American (Siberia) 4th prox.
American (Mongolia) 10th prox.

The P. & O. S. N. Co.'s s.s. *Ceylon* left Singapore for this port on 22nd inst., at 6 a.m.

The Imperial German Mail s.s. *Prinz Regent Luitpold* carrying the German Mails, with dates from Berlin of the 27th ult., left Singapore on Friday at noon, and may be expected here on 26th inst., a.m.

THE WAR.

THE QUESTION OF MEDIATION.

An item of news, indirectly affecting the war, which has a good deal of importance is the outbreak of mediation. The French journal says that France cannot dream of intervention in the case of this war, for her action in so doing might be construed as anti-Russian. Though it may not dispose of the idea which lay at the base of those arguments of M. de Lanesman which it was setting out to answer, its attitude shows with sufficient clearness how well-defined are the views of official France in this matter, and how unmistakably she is obliged to assert them, lest Germany should use her understanding with Russia to weaken the confidence of St. Petersburg in the sincerity of French friendship.

The *Times* Vienna correspondent says it has been well known there since the beginning of the war that Germany was doing her utmost to ingratiate herself with Russia, and various reports have been circulated professing to give details of the German Emperor's overtures. The ardour of Germany in pressing her unwelcome suit on Russia excites little astonishment in Vienna, where it is well-known that the war is a godsend for Germany. The defeats and the growing financial exhaustion of Russia remove for half a generation the fear of Russian aggression, and it would not be surprising if the next increase in the peace footing of the German Army should be less than one-third of that originally contemplated.

The *Nova Vremya* publishes an article by M. Stolypin replying to Prince Meschersky's article advising conclusion of peace with Japan. M. Stolypin says:—

We must reckon with the reality, and when danger is at hand we must take the bull by the horns. Before the war we were deceived by the idea that we possessed a power which we had not; we did not believe the warnings which we received, and we led others into error. Yet there are people who persist in refusing to profit by the lessons of life. After our mortifications, after the enormous losses which we have suffered, on the eve of a return of fortune, there are still voices trying to engage us in the same event as in which we have been the cause of our misfortunes. We are asked to sue for peace. But who will give us peace? Supposing that we consent to the humiliation of suing for peace, to accept all the conditions proposed by Japan, to pay her an indemnity, and to sign a treaty of perpetual peace, it would be naive of us to think that all would thus be over. Our neighbours in Europe would not fail to parcel us out, and what remained of us would become the prey of the East, which would have become invincible. Let those who would consent to become the humble servants of the cruel Chinese consent to put an end to the struggle on these conditions. Whether we wish it or not we must continue the struggle.

TIEH-LING.

The real Russian position, says Mr. Whigham, of the *Morning Post*, is Tieh-ling. It is the one place on the railway in Southern Manchuria which differs materially from all the rest, and it is the spot which General Kuropatkin chose as his real base long ago when he first came to Manchuria. The defence of Tieh-ling is of far more importance than the holding of any position like Liao-yang or Hai-cheng because Tieh-ling is the natural fortress of Southern Manchuria. Once it is lost, the Russians will not only have lost their hold on the Mukden and Kirin Provinces, but also the vast granary which lies between Tieh-ling and Harbin, and which is practically essential to the existence of their Army in the Far East. It does not, of course, follow that even if they were driven from Tieh-ling they would retreat nearly 300 miles to Harbin without offering battle again. But since Tieh-ling is the strongest position south of Harbin, it is certain that if the Russians cannot defend it they cannot make a successful stand anywhere else. On the left or north bank of the river, as it comes towards Tieh-ling, there is a long range of hills, forming, with the river at their base, a splendid protection for the right flank of a Russian Army resting at Tieh-ling, while on the eastern side of the town there are the useful hills of Eastern Manchuria. The position is the strongest that can be found anywhere on the railway between Harbin and Newchwang, and it is not to be easily outflanked. The right is especially well protected; for, instead of the open plain which extends to the west of Liao-yang and Mukden, there is here the Liao River, with a high bluff on its northern bank, and on the left flank there are far fewer roads than there are to the east of Liao-yang or Mukden. Not only is Tieh-ling itself a great centre of supplies, but less than 30 miles to the north there is the town of Kai-yuan, which is one of the chief agricultural centres of Manchuria. Tieh-ling is, therefore, not only a place which can be defended, but one which the Russians must at all costs retain. As long as Kuropatkin's Army is there, it dominates Southern Manchuria. The position of the Japanese Army at the Manchurian capital can never be secure as long as there is an unbeaten Russian Army at Tieh-ling. In the second place, it is absolutely necessary that the Russians should hold as much of Southern Manchuria as they can, in order, as far as possible, to feed their Army on the country. As long as they hold Tieh-ling they have the chief wheat-producing districts of Manchuria behind them, and they still can draw on Mongolia for ponies and cattle.

M. NEMIROVICH Danchenko, the well-known war correspondent of the *Russkoe Slovo*, is stated in journalistic circles to have been expelled from the theatre of operations by order of General Kuropatkin, owing to the nature of his recent communications to his journal. M. Danchenko, it is said, is returning to Russia, together with several other war correspondents of the Russian newspapers.

"SHELL" TRANSPORT AND TRADING COMPANY.

The annual general meeting of the shareholders of the "Shell" Transport and Trading Company (Limited) was held at Winchester House, Old Broad Street, London, on 21st ult., the chairman, Sir Marcus Samuel, Bart., presiding. The secretary (Mr. E. A. Smith-Reeve) having read the notice convening the meeting, the Chairman said:—

The report which we have circulated makes it clear that our hope of submitting accounts to you has not been realised, by the fact that we have been unable to obtain from the Asiatic Petroleum Company (Limited) any closed accounts for the year 1903, either for the first or second half, although we have felt justified in distributing to you a dividend of 5 per cent. on account of the profits of that year. In spite of the utmost care taken, our estimates of income for the year 1902 were not realised in the result, to the extent of £11,396. The directors, therefore, shrink from the responsibility of placing figures before you again until they receive them in a form which enables them to present them as conclusive. The difference appearing from the estimates of 1902 arises from the basis upon which the stocks were taken over, and is more in appearance than in reality, since the 1903 figures will be benefited by the adjustment accepted by us as for 1902. It affects the carry-forward only, and not the dividend already paid. We wish it were possible to-day to submit accounts for the year 1903; but we are not able to do so, and we ask you to pass a resolution adjourning the meeting to a time when we can render you a complete balance-sheet for the year 1903, and we can only say that we trust this may be before the end of the year. Should this be found impracticable, we will, however reluctantly, compile an estimate, and submit to you. We have desire to make very plain to you that we purpose including in our profit and loss account the interest due to you from the Nederlandsche Indische Industrie en Handel Maatschappij for the years 1901, 1902, and 1903, amounting to about £131,793. This interest has always been duly credited to us by the Nederlandsche Indische Industrie en Handel Maatschappij, and we have most unquestionably earned the money; but we have never hitherto included it in our accounts, because we were determined to be thoroughly satisfied that it was represented by an undeniably good asset before doing so. We are happy to say that this is the case now, and we have no hesitation in recommending the shareholders to accept the directors' report, and to authorise that this sum shall be included in the profit and loss account for the year 1903. Our object in placing the matter thus prominently before you is that there may be no misapprehension on the part of our auditors as to the fact that we have your sanction to this course. As I promised when I last addressed you, we have closed the exploration account of the Nederlandsche Indische Industrie en Handel Maatschappij as on Dec. 31, 1903. An appropriation has been made, in which the Dutch directors and ourselves entirely agree, and this resolves itself into the following figure: The total cost of the concessions will stand at £670,452, and this will be amortised over 55 years as a maximum period, whilst the constructional portion of the work (including stocks of oil and stores) has been fixed at £477,502, and for depreciating assets a very liberal scale of amortisation has been provided, which will extinguish them in periods varying from five to twenty years. The figures include the interest paid, or to be paid, to the "Shell" Transport and Trading Company (Ltd.), during the period of construction; but, on the other hand, the revenue from the trading, has been taken in reduction of this. In the report you will find the figures of production given, but, satisfactory as these are—showing that during the last five months the average output of crude oil has been about 6,000 tons a week—they do not give any clear idea of the potentialities of the property. It is certainly not too much to say that this production could easily have been doubled, since we have been compelled to shut down one well which, alone, gave somewhere between 700 and 1,000 tons of oil a day. This was owing to the utter impossibility of storing, transporting, or treating the oil, and, under these circumstances, we have refrained from completing other wells. The oil from this well contains a very large percentage of paraffin wax. This product, you are doubtless aware, is of considerable value. Our object has been, in order to relieve the pressure upon those on the other side, to put through the refinery as much crude oil as we could, and we have run it upon these lines. We therefore found it quite impossible to handle the new product, for which we have to construct separate tankage and pipe line, and, as we have notified you, we anticipate having the refinery extensions completed by June next, when we hope to produce between 3,000 and 4,000 tons of kerosene weekly. We have been hampered in having insufficient transport for the oil from Sanga Sanga to Balek Pappan, steamers only of light draught being able to perform this trip. We have contracted for a new vessel with Messrs. Armstrong, and she should be delivered in Kotei before the extensions to the refinery are ready, so that by the time it is in work we shall be able to keep it fully employed. It will be satisfactory to you to know that, under the local auditor, the whole of the preliminary expenditure has been properly allocated, except a sum only of about £4,800, which was awaiting further explanations, but which we have now decided to add to the cost of the concessions, and so close that matter. In liquidation of the indebtedness of the Nederlandsche Indische Industrie en Handel Maatschappij, we have agreed to accept bonds bearing interest at 5 per cent. per annum, repayable out of the proceeds of the company's oil, and we are glad to report that during the year 1904 the company have repaid to their bankers no less than £100,000; so that we have every confidence that, with the scheme of amortisation provided, the large amount at which these bonds now stand

will be rapidly and substantially reduced. To anyone having a knowledge of oil territories, it does not think there can be the least doubt that at the figure at which these properties stand in our books, which is the actual cost, we have a most valuable asset. We have to place before you a matter which has caused us considerable anxiety and some indignation. As you are aware, we were the pioneers in introducing bulk oil to India, and we had always flattered ourselves that we were entitled to the gratitude of the Indian Government for the steps which we took, and which resulted in very greatly cheapening the cost of kerosene to consumers in India. By the same means we have added largely to the income of the Indian Government, because it has led to an immensely increased consumption. Added to this, the representations which we have been obliged to make from time to time to the Indian Government have been courteously received. At our instance the duty on liquid fuel (or on oil above 150 deg. flash point) was reduced, and a serious injustice to British trade—namely, the imposition of a duty on British tin plates, whilst admitting free those of American origin, made up in the form of oil cans—was rectified. Notwithstanding this we have been treated by the Government authorities of Burma in a manner which I do not hesitate to characterise as scandalous. We have invested in India a sum approaching £500,000 for the landing and distribution of oil in bulk, and we had not the slightest reason to anticipate that we should be discriminated against. The duty in India on kerosene amounts to 8 annas per case, or about 1d. per imperial gallon. Oil, however, from Burma pays no duty. Now, the Burma Oil Company have constantly increased their production. They receive what amounts to an enormous subsidy, which would represent, provided the Burma Oil Company could do all the business in India, a sum equivalent to about £100,000 per annum. We cannot disguise from you that against a product thus subsidised we are very heavily handicapped. We consequently resolved upon sharing in the production of oil in Burma, and to this end applied to the authorities for ordinary prospecting licences. These have been refused to us; but disgraceful as this is, much worse has happened, because certain prospectors who had obtained licences were threatened with their cancellation if they sold them to this company. I know of absolutely no grounds which would warrant the Burma authorities in taking such a stand against your company. We hear it stated that they have given credence to accusations made against us by opponents. The first is that we are not a bona-fide British public company. Our reply to that is that we have altogether 1,493 registered shareholders, and there are 75,000 shares held by warrants to bearer. The register of our company will show that, at all events as to nine-tenths, the shareholders are entirely British. The ridiculous accusation consequently goes by the board. The next obstacle cited is that we are allied with the Standard Oil Company. Well, gentlemen, our opponents must be very hard driven for an argument when, this is alleged, because it is somewhat notorious that we have pursued our own policy, and maintained our independence consistently, and we are not, and never have been, allied with the Standard Oil Company. Then it is contended that we should only take up these concessions for the sake of injuring the Burma Oil Company, and not with the bona-fide intention of increasing the production of Burma oil. Now, seeing that we have, in season and out of season, insisted upon the enormous advantages of liquid fuel, of which we are very large producers (and the success of liquid fuel depends upon widespread production, and especially in British territory), can such an argument as this hold water for a moment? We have given the most explicit assurances to the Burma authorities that we are prepared to, bona-fide, do our very utmost to assist in the development of what we recognise to be a national industry. Nevertheless, we, who have done such enormous service in developing British trade and pioneering new movements, are refused the opportunity of participating in a great industry under British régime for such paltry reasons as have been alleged. I venture to say that this is essentially a case which should add weight to the arguments which have been repeatedly adduced as to the necessity of an Imperial Minister of Commerce, because such a Minister would be the link between the Admiralty and the Government of India. The one desires strongly that liquid fuel should be produced in British territory. The other cramps its production by refusing facilities to a company which, by its great experience, is fully qualified to develop it, and conferring a monopoly on a single company. It is quite manifest that the Burma Oil Company has great local influence in Burma, and has effectually employed it to retain its monopoly. All the evils attaching to a monopoly are manifest in its case, and, as it may greatly affect us, I am bound to mention a few of them. The Burma Oil Company was recapitalised in 1903 (if I am rightly informed) on the basis of an issue of £9,100,000 in ordinary shares in payment of late shares represented by about £20,000. Of course, that means there is a much larger capital to earn dividends upon. Now we are informed that the company is appealing to the Indian Government to increase the import duty on kerosene, so as to further protect it from competition with non-subsidised oil. Then, again, so far as I am aware, whilst liquid fuel is of paramount importance to India, the Burma Oil Company has not prepared any at all, either for export or upon which the Government of Great Britain might depend in case of emergency. I rely upon the assistance of all the shareholders in this company who have any influence towards securing the redress of what I look upon as a great wrong to us. The barest equity would certainly decree that if the Indian Government are going to give what is practically a subsidy of £400,000 a year to producers of oil in Burma, we should be at least allowed to endeavour to earn our proportion of it. Fortunately, the decision of the local authorities is not final. We have con-

(Continued on page 3.)

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

A ROWING COMPLAINT.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." Sir, I am a new rower and entered for three of the V.R.C. Junior events in the forthcoming Regatta. The result was rather disappointing, as neither of the captains selected me amongst their crew. Why? Because I am a new rower! Do you think, sir, that this is the way to encourage rowing in a British Colony? Ever since I have been a member of the V.R.C. many complaints have been made by different members about joining a club and never having a chance of proving their worth. This should be stopped without the least possible delay, and all members of the club given the same chance of training.—Yours faithfully, A JUNIOR ROWER.

Hongkong, 22nd October, 1904.

CURIOUS ALLEGED ACCIDENT.

Thakur Singh, the unemployed Indian watchman, who is said to have cut Constable Ryan in the neck under circumstances already reported in these columns, was this morning placed before Mr. J. H. Kemp on remand. Defendant, when arrested and taken to the station by Indian Constable 553, related a remarkable story to Inspector Withers. He said he was sleeping on the hillside, whilst drink, on the night of the 20th inst. When he woke up he was sober, and the commenced to walk down the hill, when, just a few yards from where he had been sleeping he found a sword lying in the road. He picked it up intending to take it to the Police Station. He rolled it in his clothes so no man should see it. When nearing the Dairy Farm, opposite Glenaele Building, he met Constable No. 29 (Ryan), and when he drew the sword out of his clothes to give it to the constable the latter began to blow his whistle, and did not take any notice of the statement he wished to make. Defendant asked the constable to take the sword, but the latter bent his head as he got frightened, and defendant let the sword go down just as the constable's head went up, leaving a mark on his neck. He did not inflict the wound wilfully, and he ran away to find another constable, (who wasn't frightened?) to give him the sword, and Indian police sergeant 553 arrested him and took him to the station.

Mr. H. K. Holmes appeared for the defence. Constable Ryan, who had a wound three inches long and half an inch deep, in his neck, came from the hospital to give his evidence, but on the application of Mr. Holmes the case was remanded till Tuesday next.

COMMERCIAL.

RAUBS.

Messrs. Benjamin, Kelly & Potts inform us that they are advised by wire that the Raub crushing for the past four weeks yielded 515 ounces smelted gold from 3,100 tons of ore treated.

FREIGHT.

There are seven settlements on record for the week since the 17th inst. and at rates comparing favourably with those of last week. Japan coal freights show an advance; the two steamers chartered to load Miji to Hongkong secured \$2.25 per ton for the larger vessel and \$2.20 for a German steamer of 1,000 tons. Saigon rates remain the same as last reported, viz., to Manila 31 cents per picul, and to one port Philippines 35 cents per picul. On monthly terms three vessels have been chartered. These are: 1 German steamer of 984 tons for 3 months at \$7,500 per month; 1 Norwegian (383 tons) 3½ months at \$3,500 per month, and one ditto (837 tons) for 12 months at \$6,250 per month.

WEEKLY SHARE REPORT.

In their report of yesterday's date, Messrs. Benjamin, Kelly and Potts state:—Since the issue of our last report, the market has remained very steady and a fair business has been put through, the chief feature of the week being a sharp advance in Hongkong and Shanghai Banks.

Banks.—Hongkong and Shanghai Banks have been in strong demand and have boomed from \$60 to \$700 but close easier with sellers at the latter rate. The London quotation has also advanced to \$58 10/- Nationals are quiet at \$38.

Marine Insurances.—Unions have considerably hardened and as high as \$645 has been paid for shares, the market closing with buyers at \$615 ex the dividend of \$35 paid to-day. Cantons have also further improved and have been taken off the market at various rates up to \$277½. The closing quotation is \$260 sellers ex the dividend of \$17 payable to-morrow. North China are in request at Tis. 75. The report and accounts for 1903 to the 30th June, 1904, and the reconstructed Company's accounts from 1st January to 30th June, 1904, are to be presented to shareholders at the general meeting to be held in Shanghai on the 25th instant. 1903.—An interim dividend of four per cent., aggregating Tis. 41,025.64, was declared on 2nd May last, and after deducting this amount from the balance of working account, there remains a sum of Tis. 261,167.37 which the directors recommend should be appropriated in the following manner:—A final dividend of four per cent. on the 1903 paid-up capital: a bonus of ten per cent. upon contributory premiums; Tis. 95,309.17 to the credit of reserve fund, raising that fund to Tis. 800,000; and the balance to be transferred to liability account, closing the account for 1903. 1904.—The balance at credit of working account to the 30th June amounts to Tis.

217,199.30. Yangtses are wanted at \$145 China Traders have buyers at \$60.

Fire Insurances.—China Fires continue in request at \$87. Hongkong Fires have been and can still be placed at \$335. Shipping.—Hongkong, Canton and Macao Steamboats have again been sold at \$29½ and more shares are required for Indo-China have been the medium of a very large business, both for cash and on time, at declining rates down to \$128 cash, the market closing much firmer with inquiries at the latter quotation. The decline is probably owing to the rumours that the Japanese transports are about to be released, or, otherwise there is no apparent reason. Douglas Steamships have found investors at \$33, and China and Manilla are still in demand at \$25. Star Ferries (old issue) remain quiet at \$40; there are sellers of the new shares at \$30. Shell Transports are on offer at 2½ for the ordinary and at Tis. 47½ for the preference shares.

Refineries.—China Sugars have been negotiated at \$138, \$139 and \$240, at which latter figure 100 shares are obtainable. Luzon are still wanted at \$5. Perak Sugars have been sold in Shanghai at Tis. 60.

Miners.—Chinese Engineering are reported at Tis. 7 closing with further sellers. Raubs have inquiries at \$5.

Docks, Wharves and Godowns.—Hongkong and Whimpoa Docks remain unchanged and are to be had at \$224. Farnhams have been done at Tis. 177½, and close at Tis. 175 sellers. There are buyers of Kowloon Wharves at \$114. Hongkong Wharves continue steady at Tis. 135 and Tis. 13½ for the old and new shares respectively.

Lands, Hotels and Buildings.—Hongkong Lands have weakened to \$1.0 and are quiet at the rate. Shanghai Lands remain firm at Tis. 112. Hongkong Hotels have been booked and there are further enquiries for shares at \$137. Astor House Hotels (Shanghai) have changed hands in the North at the improved rate of \$8. Sales of Hotel des Colonies are reported at Tis. 20½ and Tis. 21. Humphreys' Estate have been placed at \$12½.

Cotton Mills.—Hongkong Cottons are asked for at \$107 after a fair business being negotiated at \$100. All Shanghai Mills remain at nominal rates with no business to report.

Cigar Companies.—A small lot of Sumatras have been done at Tis. 60.

Miscellaneous.—Green Island Cements have improved and are required for at \$33 after sales at \$31, \$32 and \$34. A. S. Watsons remain at \$13½ (old) and \$13 (new). Electrics (old issue) have been sold at \$15 and more shares are wanted; the new shares are unchanged at \$9 buyers. Steam Waterboats have changed hands at \$21½ and \$21. Ices have been disposed of at \$250 and are wanted. Dairy Farms are inquired for at \$23. Lang-taus have buyers at Tis. 310.

To-day's Advertisements.

THEATRE ROYAL, CITY HALL.

UNDER THE DISTINGUISHED PATRONAGE OF H.E. SIR MATTHEW NATHAN, K.C.M.G.

POLLARD'S LILLIPUTIAN OPERA COMPANY.

TO-NIGHT (SATURDAY),

October 22nd,

GRAND VICEREGAL COMMAND NIGHT,

In the Presence of

H.E. SIR MATTHEW NATHAN, K.C.M.G., and Suite.

"A GAIETY GIRL."

MONDAY, October 24th, and

TUESDAY, October 25th,

"THE LADY SLAVEY," NEW SONGS AND DANCES.

Late Tram and Ferry Launch will leave quarter of an hour after each performance. Plans Now Open at the ROBINSON PIANO COMPANY.

Hongkong, 22nd October, 1904. [1140]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by PUBLIC AUCTION,

ON

WEDNESDAY,

the 26th October, 1904, commencing at 2.30 P.M., at his

SALES ROOMS, DUDELL STREET.

A Selection of

CLOISONNE AND SATSUMA WARE,

IVORY CARVINGS, AND SILK

EMBROIDERIES, &c., &c., &c.

TERMS.—Cash on delivery.

GEO. P. LAMBERT,

Auctioneer.

Hongkong, 22nd October, 1904. [1153]

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LLOYD, BREMEN.

STEAM FOR

SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"PRINZ REGENT LUITPOLD."

Captain H. Kirchner, due here with the outward German Mail about WEDNESDAY, A.M., will leave for the above places about 12/24 hours after arrival.

NORDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & Co., Agents.

Hongkong, 22nd October, 1904. [1154]

To-day's Advertisements.

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 31st day of October, 1904, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at To-kwa Wan in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	LOCALITY.	Boundary Measurements.	Contents in Acres.	Annual Rent.	Upset Price.
Registry No.		N. E. S. W. N. E. S. W.			
1000	To-kwa Wan	350 350 400 400	14000	804	91,000
1001	Man-lai	350 350 400 400	14000	804	91,000

Hongkong, 22nd October, 1904. [1154]

EOTHEN MARK LODGE.

No. 264.

A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, Zealand Street, on FRIDAY, the 28th instant, at 5 for 5.30 P.M. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 22nd October, 1904. [1154]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR TRAIITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVI, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.

THE Steamship.

"COROMANDEL."

Captain G. M. Monford, R.N.R., carrying H. Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 5th November, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Oceana*, 6,610 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Egypt*, due in London on the 18th December, 1904.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 22nd October, 1904. [1154]

Intimation.



THE POPULAR SCOTCH WHISKY.

"BLACK & WHITE"



JAMES BUCHANAN & CO.

SCOTCH WHISKY DISTILLERS

By Appointment to

H.M. THE KING

and

H.R.H. THE PRINCE OF WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from the principal Stores.

[1154]

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA UTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"PYRRHUS"	25th October.
GLASGOW and LIVERPOOL	"DARDANUS"	29th October.
GLASGOW and LIVERPOOL	"DARDANUS"	5th November.
GLASGOW and LIVERPOOL	"NINGCHOW"	11th November.

S.S. "PYRRHUS" left Singapore at noon on the 20th inst., and is expected to arrive here at noon on the 25th.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"PINGSUEY"	25th October.
LONDON, AMSTERDAM & ANTWERP	"MACHAON"	8th November.
LONDON, AMSTERDAM & ANTWERP	"JASON"	22nd November.
GENOA, MARSEILLES & L'POOL	"AGAMEMNON"	22nd November.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"YANGTSE"	1st November.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 21st October, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TEAN"	25th October.
AMOI, MANILA, CEBU and ILOILO	"KATONG"	26th " 4 p.m.
SHANGHAI	"WUJONG"	28th " "
CHEFOO and NEWCHANG	"FAKHOT"	28th " "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	29th " 4 p.m.
KOBE	"TSINAN"	29th " 4 p.m.
SWATOW and TIENTSIN	"KANSU"	4th November.

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily
qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT.)
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 22nd October, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Date.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 29th Oct., at 10 A.M.
RUBI	2540	R. W. Almond		

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 22nd October, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail on
"NUMANTIA"	4,370	Brehmer	October 27th, 1904.
"ARABIA"	4,483	Bahle	November 19th, "
"ARAGONIA"	5,198	Schuldt	December 13th, "
"NICOMEDIA"	4,370	Wagner	January 9th, 1905.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

EXCURSION TO MACAO.

THE Splendid Steamer

"YING KING."

Captain Page, will make an EXCURSION
TRIP TO MACAO, on EVERY SUNDAY,
leaving the Company's wharf at the end of
Wing Lok Street, at 8.30 A.M., and returning
from Macao at 7.30 P.M.

The Steamer will lay alongside the S.S.
Perseverance's wharf at Macao.

FARE:

1st Class Single Ticket \$2.00, with Cabin \$3.00
Return " " \$5.00
Tiffin and Dinner may be had on Board
at \$1 each meal.

YUK ON & Co., LD.

S. A. NORONHA,
Macao Agent.

Hongkong, 22d September, 1904.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING."

Captain E. I. Page, of 1,088 tons, Registered,
is the newest, fastest, and most luxuriously
furnished steamer on the line and is lighted
throughout with Electricity; hot and cold water
service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY,
WEDNESDAY and FRIDAY EVENING,
at 9 P.M. and returning from Canton every
following evening at 5 P.M.

1st Class.....\$3.00 for Single Journey,
2nd " " 1.50 " " "
Meals 1.00 each.
The steamer's wharf is at the Western end
of Wing Lok Street.

YUK ON S.S. Co., LD.

No. 216, Wing Lok Street.
WENDT & Co.,
Canton Agents.

Hongkong, 14th June, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.

ALSO REDUCED FARES TO
MANILA AND RETURN.

STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
rivalled Table. Daily qualified Surgeon carried.
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain

"KWONG CHOW".....1,399 J. P. MARTIN.

"KWONG TUNG".....1,338 H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every
Evening (Saturday excepted).

Leave Canton for Hongkong about 5 o'clock
Every Evening (Sunday excepted).

These Five New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.

Passage Fare—Single Journey.....\$4

Meals.....(Each) 1

The Company's Wharf is a Short Distance
West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and

YUEN ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 17th February, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain T. AUSTIN, R.M.R.

THIS Steamer departs from Hongkong on
Week Days, at 7.30 A.M. and on Sun-
days at 8.30 A.M. Departs from Macao on Week
Days about 2 P.M. and on Sundays at 6.30 P.M.

FARES:—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.

Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single, 50
cents, Return, 50 cents; Steerage, 10 cents.

TIFFIN and DINNER can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$1.

On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.

First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.

The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.

MING ON & Co.,

2nd Floor, No. 16, Victoria Street.

Hongkong, 19th October, 1904.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship

"KUMSANG,"

Captain E. J. Buller, will be despatched as
above, on THURSDAY, the 27th instant, at
3 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 21st October, 1904.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

1904. About

"ST. HUGO".....25th November.

"SHIMOSA".....18th December.

For Freight and further information, apply

DODWELL & Co., LIMITED,
Agents.

Hongkong, 21st October, 1904.

FURNITURE WAREHOUSE.

LI KWONG LOONG,

李國隆

CABINET-MAKER AND ART DECORATOR,
from Shanghai, has opened a
FURNITURE STORE

at

No. 1, WYNDHAM STREET.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to
order in any design required.

Has been patronised by the Hongkong Club,
Hongkong Hotel, Messrs. A. S. Watson & Co.,
Ld., Joint Telegraphs Co., and other leading
Establishments in the Colony, to whom refer-
ence may be made as to the Superior Work-
manship and Materials of the Furniture, &c.
supplied.

Messrs. A. S. Watson & Co., Ltd., write as
follows:—

"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Annex to
our Dispensary and, gave us every satisfac-
tion."

(Sd.) A. S. WATSON & Co., Ld.

ORDERS punctually attended to, and
CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 22d September, 1904.

Mails.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY

COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers. Tons. Captains. Sailing.

Lyra.....4,417 G. V. Williams Oct. 29

Tacoma.....9,666 T. W. Garlick Ab. Dec. 17

Lyra.....4,417 G. V. Williams Jan. 1

Platler.....3,753 F. G. Purington Feb. 9

† Cargo only.

Steamers marked (*) have no second-class
passenger accommodation.

FOR MANILA.

The largest, steadiest, and most comfortable
steamer for Manila.

Tacoma.....9,666 T. W. Garlick, Abt. Jan. 2

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDRESS.

The twin-screw s.s. Shawmut and Tremont
have just been fitted with very superior accom-
modation for first and second class passengers.
The large size of these vessels ensures steady-
ness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to

DODWELL & Co., LIMITED,
General Agents.

Queen's Buildings.

Hongkong, 22nd October 1904

Intimations.

CHRISTMAS GREETINGS IN ADVANCE.

AN EARLY OPPORTUNITY TO THOSE WISHING
TO SEND GREETINGS TO THEIR RELA-
TIVES AND FRIENDS AT HOME.

I HAVE just opened a parcel of RAPHAEL
TUCK & SONS' XMAS and NEW YEAR
CARDS, of various pretty designs and descrip-
tions, specially selected to suit the taste of
Young and Old.

Moderate Prices and as usual 10% Discount
for Cash.

INSPECTION EARNESTLY SOLICITED.

H. RUTTONJEE,

No. 5, D'Aguiar Street,

or

36 to 38, Elgin Road, Kowloon.

Hongkong, 18th October, 1904.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)

or 6 doz. pints.

Special Prices for Quantities

Sole Agents:—

SIEMSEN & Co.

Hongkong, 10th January, 1905.

SELF CURE NO FICTION!

MARVEL UPON MARVEL!

NO SUFFERER

NEED NOW DESPAIR.

THE NEW FRENCH REMEDY

THERAPION.

a complete revolution has been wrought in this de-
partment of medical science, whilst thousands have
been restored to health and happiness who for
years previously had been merely dragging out a
miserable existence.

THERAPION No. 1—A Sovereign
Remedy for discharges from the urinary
organs, suppurating infections, the use of which
does irreparable harm by laying the foundation
of stricture and other serious diseases.

THERAPION No. 2—A Sovereign
Remedy for rheumatism, neuralgia, sciatica,
and all those complaints which mercury
and arsenic are so popularly but erroneously
supposed to cure. The preparation purifies the
whole system through the blood and thoroughly
eliminates all poisons from the body.

THERAPION No. 3—A Sovereign
Remedy for debility, nervousness, impaired
vision, sleeplessness, indigestion, and all those
disorders resulting from early over-exertion
and the faculty to perfectly ignore, because
so important to cure or even relieve.

THERAPION is sold by principal Chemists
and Druggists, and is also sold by the
author, in London, at 44, Abchurch Lane, E.C. 4.

In ordering, state which of the three
numbers required, and observe that the word
"THERAPION" appears on British Government
Stamp (in white letters on a red ground) affixed
to every package by order of His Majesty's Hon.
Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Ltd.,
Hongkong, China and Manila.

AN APPEAL.

THE SUPERIORITY OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
the will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.

Ladies and Children's Under-clothing, Em-
broidered, and all kinds of Embroidery.
Materials can be supplied, if required.

The Superiority will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.

Hongkong, 11th April, 1892.

Consignees.

FROM HAMBURG, ANTWERP, PENANG
AND SINGAPORE.

THE H.A.L. Steamship

Captain Schöndel, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
counter-signature by the Undersigned, and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless notice
to the contrary be given before TO-DAY.

Any Cargo impeding the discharge will be
landed into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Limited,
and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 28th instant will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 28th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE.

Hongkong Office.

Hongkong, 21st October, 1904.

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamer

"SIMLA,"

FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. Macedonia
From Persian Gulf, ex B.I.S.N. and B. & P.
S. N. Co.'s Steamers.

Optional Goods will be landed here unless
instructions are given to the contrary before
4 P.M. TO-DAY.

Goods not cleared by the 28th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an ap-
pointed hour.

All claims must be presented within ten days
of the steamer's arrival here after which day
they cannot be recognised.

No claims will be admitted after the Goods
have left the Godowns.

E. A. HEWITT

Superintendent.

Hongkong, 21st October, 1904.

KING EDWARD.

Ice House Road.

Por *Yavata Maru*, for Manila—Col. C. B. Hall, Misses M. Hall, G. Hall, Dr. J. W. Smith, Mr. H. Delano, Capt. and Mrs. McFarland, Messrs. A. Peress, G. Gill, R. Marui, S. Matsui, S. Miyaki, N. S. Brown, Capt. and Mrs. Allaire, Mrs. Langsch, Mr. and Mrs. P. G. Hoyt, Mr. and Mrs. C. H. Fullaway, Mr. and Mrs. H. Kato, Capt. A. T. Marie, Messrs. F. A. Hewitt, G. Kawahara, and Miss Kawahara.

Por Thursday Island—Mr. H. Bowden, *For* Port Thaidadee—L. Moscorer and child, and Mrs. E. K. Power. *For* Melbourne—Messrs. W. Wakeford Cox, Messrs. H. Smith, J. Rowley and H. Donnic. *For* Melbourne—Col. J. C. Head.

Vessels	From	Agents	Due
Korea	Manila	P. M. Co.	Oct. 23
Pingsuey	Shanghai	B. & S.	Oct. 24
Pyrrhus	Singapore	B. & S.	Oct. 25
Pyrien	Kobe	M. & Co.	Oct. 25
Emp. of India	Japan	C. P. R. Co.	Oct. 26
P. R. Lutpold	Singapore	M. & Co.	Oct. 26
Marathon Apear	Singapore	D. S. & Co.	Oct. 26
Paelic	Japan	O. & O. Co.	Oct. 29
Clab	New York	S. T. & Co.	Oct. 30
Siberia	San Francisco	P. M. Co.	Nov. 4
Arabia	Portland	P. & A. Co.	Nov. 7
Mongolia	San Francisco	P. M. Co.	Nov. 10
Managapuca	New York	S. T. & Co.	Nov. 20

Post Office.

In future, there will be one delivery of correspondence each day on week days only at Shaukwan, leaving General Post Office at noon.

Pillar Boxes at Arsenal Street and Percival street will in future be cleared four times a day as under,

Percival Street	{ 8 a.m.—11 a.m. 3 p.m.—5 p.m.
Arsenal Street	{ 6.5 a.m.—11.5 a.m. 2.5 p.m.—5 p.m.

S. Peter's Seamen's Church.
Queen's Road, West.
Morning Prayer 11 a.m., Venite, Goss; Te Deum, Lawes etc.; Jubilate, Ouseley; Hymns, 1, 2, 3, 281 and 323.
Evangelist: Magnificat, Turle; Nunc Dimittis: Jones, Hymns, 254, 105, 280 and 267.
Holy Communion 7.45 p.m.
The Church launch *Davydine* will call on ships carrying white crews to bring friends ashore to the services between 9.15 and 10.30 a.m., and between 5.15 and 6 p.m., (Kowloon Police Pier, 10.30 and 6 p.m.): returning afterwards. The Answering Pennant is the Call tag. All the sittings are free and unappropriated. Visitors welcome. Books, &c. provided.
Sunday school 10 to 10.45 a.m.
Roman Catholic Cathedral.—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5.30 p.m.
German Bethesda Chapel, West Point.—Morning Service, 11 a.m.
St. Francis' Church, Wanchai.—Mass (*Chin.*) 6 a.m., (*Port.*) 7.30 a.m. Benediction, 5 p.m.
St. Joseph's Church, Garden Road.—Morning Service (*English*), 9 a.m.
St. Anthony's Chapel, West Point.—Mass, 8 a.m.
Union Church.—Services, 11 a.m. and 6 p.m.
Wesleyan Methodist Church, Wanchai.

PEAK.

Gentile, J. M.	Mosse, Major
Heatie, M. P.	Muelle, Consul E.
enson, Major & Mrs.	ullis, F. B.
lack, Mr. & Mrs. W.	O'Neill, Mr.
ourchier, Mr. & Mrs.	Pheldracs, Capt.
rown, Col. F. L.	Pollock, K.C., Mr.
ruins, J.	Post, N.
Chapman, A.	Powell, P. J.
Chichester, Major and	Poxton, Mr.
Mrs. A. A.	Sawer, Mrs.
Donald, W. H.	Smith, C. W.
ymock, Lieut. A.	Smith, Mr. and Mrs.
ernier, Col. G. H.	Spalckhaver, W. O. C.
ereshaw, Major G. A.	Stevenson, D.
allow, A. D.	Stola, Mr.
Grant, A. K.	Stoppa, Mr.
ilbert, Mr. and Mrs.	Stoppa, Mr.
issan, Mr.	Thomson, Mr. & Mrs.
Polborow, Mr.	W.
udig, D.	Watkins, R.E., Capt.
effries, H. U.	and Mrs.
Joseph, Mr. and Mrs.	Watson, Comdr. and
esling, Major C. L.	Mrs.
arel, K.	Watson, Mr. and Mrs.
aing, Mr.	M.
artin, R.	Wenborn, S. T.
Donald, Mr. & Mrs.	White, Dr. and Mrs.
J.	M. J.
oxon, Mr. and Mrs.	Williamson, Mrs. W.
Herbert	Yates, Mr. & Mrs. C. C.

KOWLOON.

dams, Miss J. C.	Finkston, Col.
agi, B.	Troninger, Lt.-Comdr.
itchell, Mr.	
thomson, Major and	Watson, Mr. and Mrs.
Mrs. G. S.	W. H.

October 22nd, 1904, a.m.							
Nadivostock	7 a.m.	—	—	—	—	—	—
Namuro	6 a.m.	—	—	—	—	—	—
Nakodate	"	—	—	—	—	—	—
Nakio	"	—	—	—	—	—	—
Nachi	"	—	—	—	—	—	—
Nagasaki	"	—	—	—	—	—	—
Nagoshima	"	—	—	—	—	—	—
Nahima	"	—	—	—	—	—	—
Naha	"	—	—	—	—	—	—
Nagasakijima	"	—	—	—	—	—	—
Niinohuku	5 a.m.	30.06	—	E	4	0	—
Niichiku	"	29.95	—	N	2	—	—
Ninan	"	29.97	—	N	2	—	—
Nishun	"	29.94	—	NE	4	—	—
Nescadores	"	29.99	—	NE	10	—	—
N'ch'aiwei	9 a.m.	—	—	—	—	—	—
Nutslaff	"	30.25	65 73	ENE	4	cm	—
Narp Peak	"	30.14	67 84	NE	3	og	—
N'moy	6.30 a.	30.08	67 89	NE	4	—	—
N'wato	"	30.01	69 95	N	1	o	—
N'ntoa	9 a.m.	—	—	—	—	—	—
Nongkong	10 a.m.	30.06	74 79	NE	1	o	—
Noria Peak	"	—	—	E	4	—	—
Nap Rock	"	30.02	—	ENE	4	—	—
N'acoo	"	30.03	73	N	3	c	—
Niphong	"	—	—	—	—	—	—
Nanila	"	—	—	—	—	—	—
Nocolod	9 a.m.	—	—	N	1	i	—
N'ilo	"	29.88	80	N	1	c	—
N'ubu	"	29.91	84	N	3	—	—
St James	10 a.m.	—	—	N	1	o	—

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.	TONS.	GUNS.	I.H.P.	CAPTAIN.	LAST REPORTED AT
Alacrity	despatch-vessel...	1,700	4	3,000	Commander Harbord	Hongkong
Albion	battleship, 1st class	13,950	16	13,500	Captain Sydney R. Fremantle	Wei-hai-wei
Algerine	sloop	1,050	6	1,400	Commander R. Nugent	Japan
Amphitrite	cruiser, 1st class	11,000	16	18,000	Captain Charles Windham, C.V.O.	Wei-hai-wei
Andromeda	cruiser, 1st class	11,000	16	16,500	Captain R. Nelson O'Malley	Wei-hai-wei
Astraea	cruiser, and class	4,363	10	7,000	Captain Lionel G. Tuftell	Singapore
Arcturion	gunboat, 1st class	710	6	1,300	Lieut.-Commander Oscar M. Makins	Yangtze
Arcturion	gunboat, 1st class	710	6	1,300	Lieut.-Commander T. D. Pratt	Chienlopu
Centurion	battleship, 1st class	10,500	14	23,000	Captain Fegan	Wei-hai-wei
Cerberus	cruiser, 1st class	12,000	14	21,000	Hon. T. Tudor	Hongkong
Cerberus	water tank and tug	390	—	300	—	Hongkong
Cerberus	sloop	1,070	10	1,400	Commander L. de W. Sator	Singapore
Cerberus	torpedo boat destroyer	306	6	5,700	Lieut.-Commander C. Asser	Wei-hai-wei
Cerberus	cruiser, 3rd class	1,580	12	3,200	Commander P. V. Lewes, D.S.O.	Shanghai
Cerberus	battleship, 1st class	13,950	16	13,500	Hon. Stopford	Hongkong
Cerberus	torpedo boat destroyer	375	6	4,000	—	Hongkong
Cerberus	torpedo boat destroyer	375	6	4,000	Lieut. Jellicoe	Wei-hai-wei
Cerberus	storeship	1,640	—	800	Lieut. P. M. Riadore	Hongkong
Cerberus	cruiser, and class	3,600	8	7,000	Captain William B. Fawcett	Shanghai
Cerberus	torpedo boat destroyer	280	6	5,900	Lieut.-Commander J. A. Gregory	Wei-hai-wei
Cerberus	river gunboat	85	4	—	Lieut.-Commander G. B. Powell	Yangtze
Cerberus	cruiser, 1st class	14,100	18	13,552	Captain F. G. Kirby	Wei-hai-wei
Cerberus	river gunboat	180	2	800	Lieut.-Commander F. B. Noble	West River
Cerberus	battleship, 1st class	13,950	16	13,500	Captain T. G. Grest	Wei-hai-wei
Cerberus	torpedo boat destroyer	350	6	6,300	—	Hongkong
Cerberus	sloop	1,015	6	1,400	Commander W. H. Nicholson	Shanghai
Cerberus	surveying-vessel	835	6	650	Commander C. E. Monro	Labuan
Cerberus	river gunboat	85	2	240	Lieut.-Commander Robert E. Vaughan	West River
Cerberus	sloop	980	6	1,400	Commander Vivian	Manila
Cerberus	river gunboat	85	2	240	Lieut.-Commander H. T. Atlay	West River
Cerberus	cruiser, and class	3,600	8	7,000	Captain C. H. H. Moore	Shanghai
Cerberus	river gunboat	85	2	240	Lieut.-Commander Davidson	Yangtze
Cerberus	torpedo boat destroyer	250	6	6,500	Lieut. Q. Craufurd	Wei-hai-wei
Cerberus	receiving ship	4,650	6	—	Commodore Dicken	Hongkong
Cerberus	river gunboat	180	2	800	Lieut.-Commander E. V. Dugmore	Yangtze
Cerberus	cruiser, and class	3,400	8	9,000	Captain J. A. C. Wilkinson	off Shanghai
Cerberus	coast defence gunboat	303	3	200	Lieut.-Commander R. H. Keate	Yangtze
Cerberus	battleship, 1st class	13,950	16	13,500	Captain Leslie Stuart, C.M.G.	Hongkong
Cerberus	sloop	980	6	1,400	Commander S. St. John Farquhar	Yangtze
Cerberus	torpedo boat destroyer	353	6	6,300	—	Hongkong
Cerberus	surveying ship	620	4	450	Lieut.-Commander Ernest C. Hardy	Shantung
Cerberus	torpedo boat destroyer	360	6	5,900	Lieut.-Commander H. M. Wells	Hongkong
Cerberus	river gunboat	150	2	550	Lieut.-Commander Hugh Somerville	Yangtze
Cerberus	river gunboat	150	2	550	Lieut.-Commander Wagon	Yangtze

* Flag of Admiral Sir Gerard H. Noel, Commander-in-Chief,
† Flag of Rear-Admiral the Hon. A. G. Curzon-Howe, C.B., C.M.G.

Intimation.

CHAZALON & CO.

WINE AND SPIRIT MERCHANTS,
AND
GENERAL STOREKEEPERS,
(SUCCESSORS TO G. GIRAULT)
6, QUEEN'S ROAD CENTRAL.

WE beg to inform the Hongkong Public that, as we are supplied with WINES and SPIRITS direct from the Growers in France, we are in a position to supply these requisites of the best quality and at the lowest possible prices, thus defying competition.

EXCEPTIONAL SAMPLE OFFERS.

Offers are made of Sample Cases of a dozen quart bottles each, containing the following:—

- 3 qt. bots. Hordeaux.
- 3 " " Beaujolais (Burgundy).
- 3 " " Vin Rosé.
- 3 " " Pommard (Superior Burgundy).

at the exceptional price of \$12 per case.

CHAMPAGNE.

Important contracts having been entered into with Messrs. Moët and Chandon, of France, we are enabled to supply CHAMPAGNE of this Brand at the following advantageous prices:—

Mousseux Blue Seal		\$38 per doz. qt.
White Star	Moët & Chandon	42 " " "
Brut Imperial		50 " " "

ALSO TRY OUR

BLACK AND WHITE WHISKY.



- PRICES -

BUCHANAN BLEND \$12.50 per Case. BLACK AND WHITE \$16.50 per Case.
ROYAL HOUSEHOLD \$20.50 per Case.

ARQUEBUSADE WATER

OF THE
HERMITAGE OF THE MARIST BROTHERS;
OR IMPROVED VULNERARY LIQUOR.

Invigorating, Stimulating, Hygienic, Aromatic, of an acknowledged and quite exceptional efficacy.

The Arquebusade Water, known and appreciated throughout the greater part of France and abroad, justifies more and more the great fame it has acquired.

USE OF THE ARQUEBUSADE WATER.

INTERNALLY.—From two to three spoonfuls in a glass of cold water, pure or sweetened, after falls, bruises, cuts, fractures, luxation, tearing of tissues, faintings, burnings, swarms, plague and cholera. For the last two cases it must be taken pure, six spoonfuls at a time. Experience justifies its efficacy as a preventive remedy against mortification and quinsy. The dose may be repeated several times a day.

The same dose, in a glass of hot and sugared water, instantly removes the fatigue of either a journey or a walk, is a great appetizer and often prevents colds.

Taken in an infusion of melissa, hyssop, ground-ivy, or violets, it is an efficacious remedy against gripes, difficult digestion, pains in the stomach, &c.

Taken pure after meals it is salutary to old people by warming their stomach, rendered cold by age, and accelerates digestion; but it is less suited to nervous persons and children to whom it must never be given without being well diluted with water.

EXTERNALLY.—It is a capital remedy against sprains, cuts, bruises, excoriation, burnings, fractures, any fresh wound, danger of mortification, heating of the feet, irritation of the skin after a walk.

Whenever it is possible rub hard with this liquid. A compress is saturated with it and applied on the affected part which is kept moistened by sprinkling it with this Water.

In case of wounds, after the dressing made with the Arquebusade Water, sprinkle the compress with a mixture of the Liquor and fresh water in equal parts.

It is also very advantageously used in frictions and in compresses used in headache, rheumatic and neuralgic complaints. For these last it is good to warm somewhat the liquid before being applied.

The ARQUEBUSADE WATER is of public interest, approved and recommended by the most eminent physicians of France, commends itself to all those who are anxious about their health in these countries where plague and cholera make often dreadful havoc.

PRICE:

The Litre	\$5.00
The Half-Litre	2.50

CHAZALON & CO.

Hongkong, 21st October, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & PORTER. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER RESERVE.	LAST REPORT. AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$10,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973	\$1,492,554	Div. of £1.10/- @ exchange 1/9 15/16 \$16.41 for first half-year 1904	6 %	\$695 sellers (London £68 10/-)
National Bank of China, Limited	99,925	£7	£7		\$21,668	\$2 (London 3/6) for 1903	5 1/2 %	\$38
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000 \$1,739	\$150,494	\$17 for 1903	6 1/2 %	\$260 ex div. s.
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$900,000 \$151,992 \$331,342 \$322,138	Nil.	\$4 for year ended 30.4.1903	6 1/2 %	\$60 buyers
North China Insurance Company, Limited	1,000	£15	£5	Tls. 500,000 Tls. 31,850 Tls. 18,500 Tls. 20,000	Tls. 27,589	Interim of 10/- a/c 1903	...	Tls. 75 buyers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$372,749 \$893,111 \$846,773 \$700,000	\$2,078,997	\$35 for 1903	5 1/2 %	\$620 ex div. b.
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$37,794 \$1,000,000 \$125,675 \$2,561	\$486,284	\$12 for 1902	9 1/2 %	\$145 buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$125,675 \$2,561	\$329,047	\$6 dividend & \$1 bonus for 1902	8 %	\$87 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,170,288	\$371,110	\$22 1/2 for 1902	6 1/2 %	\$335 buyers
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited	30,000	\$50	\$50	none	Dr. \$63,123	\$5 for 1900	...	\$25 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000 \$80,935 \$250,000 \$157,555	Nil.	\$3 for year ended 30.6.1903	6 1/2 %	\$33 1/2 & buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$205,000 \$100,000	\$16,362	\$1 1/2 for first half-year 1904	10 1/2 %	\$29 1/2 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£205,000 £100,000	£5,853	10/- for 1903 @ 1/10 5/16 = \$5.378	5 %	\$128 buyers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tls. 2 for 1904	9 1/2 % 8 %	Tls. 48 1/2 buyers Tls. 47 1/2 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£400,000	£19,555	Interim of 1/- (Coupon No. 4) for 1903	6 %	23/6 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$60,000 \$15,093 \$400,000 \$21,475 \$18,000 \$130,153	\$1,287	\$1.80 & b. 40 cts. \$0.90 & b. 20 cts. for year ending 30.4.04	5 1/2 % 5 1/2 % 3 1/2 %	\$40 \$30
Straits Steamship Company, Limited	5,000	\$100	\$100	none	\$33,648	\$5 for 2nd & 4-year making \$13 for 1903	8 1/2 %	\$150 sellers
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	Tls. 201,614	Tls. 865	Interim of Tls. 1 1/2 for 1904	10 %	Tls. 30
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Interim of \$5 for 1904	...	\$240 sellers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897	...	\$5 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 2 1/2 for year ending 30.9.03	4 1/2 %	Tls. 60
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£40,000	£7,820	No. 3 of 1/6	...	Tls. 7 sellers
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	£4,873	£4,029	No. 12 of 1/6 = 48 cents.	...	\$6 buyers
DOCKS, WHARVES & GODOWNS.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,529,652	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	...	\$490
Hongkong & Kowloon Wharf and Godown Co., Ltd.	30,000	\$50	\$50	\$50,000 \$250,000	\$28,015	Interim of \$2 1/2 for 1904	4 1/2 %	\$114 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$25,500	\$505,471	\$6 dividend and \$2 bonus for first half-year 1904	6 1/2 %	\$224
Howarth Erskine, Limited	12,000	\$100	\$100	\$14,000	\$29,926	\$10 div. & \$2 1/2 bonus for 1902/3	6 1/2 %	\$100 buyers
New Amoy Dock Company, Limited	6,000	\$64	\$64	\$55,500	\$489	\$1 1/2 for 1903	4 1/2 %	\$27 1/2 sellers
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$40,936	\$10 div. and \$2 1/2 bonus for 1903	6 1/2 %	\$110
Do. (Preference)	2,750	\$100	\$100	\$150,000	\$40,936	\$7 dividend	6 1/2 %	\$10
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 900,000	Tls. 28,153	Tls. 7 final = Tls. 12 for year end. 30.4.04	7 %	Tls. 175 sellers
Shanghai and Hongkew Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 487,210	Tls. 22,895	Interim of Tls. 4 for 1904	8 %	Tls. 135 buyers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,050,000	\$43,732	First year	4 1/2 %	\$240
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	Tls. 18 for 1903	9 1/2 %	Tls. 190 sales
LANDS, HOTELS & BUILDING.								
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	none	\$9,089	\$2 1/2 for year ended 30.6.1904	9 %	\$78 sales
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 41,000	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903	6 %	Tls. 150
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none	none	Interim of Tls. 2	...	Tls. 55
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$11,824 \$20,000	\$11,668	\$5 for first half-year 1904	7 1/2 %	\$137 sales
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000	\$51,066	Interim of \$6 for 1904	8 %	\$150 sellers
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,986	Tls. 680	Tls. 0.87 1/2 for the year ending 31.3.1904	4 1/2 %	Tls. 21 sales
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$200,607 \$50,000	\$9,177	90 cents for 1903	7 %	\$12 1/2 sales
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$635	\$2.50 for 1903	6 1/2 %	\$30 sellers
Queen's Hotel (Wei-hai-wei)	9,000	Tls. 25	Tls. 25	none	none	First year	...	Tls. 25
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 800,000 Tls. 150,000 Tls. 17,144	Tls. 37,634	Interim of Tls. 3 for 1904	7 1/2 %	Tls. 112 buyers
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 3 1/2	...	Tls. 37 sales
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 325	Interim of Tls. 3 for 1904	7 %	Tls. 125
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	...	Tls. 12 buyers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,362	Interim of \$1 1/2 for 1904	5 %	\$60 sellers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	14 %	Tls. 28
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$22,862	50 cents for the year ending 31.7.04	5 %	\$104 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 30,098	Tls. 88,034	Interim of 3 a/c 1898	...	Tls. 25
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 15,500	Interim of 4 a/c 1898 on 6,000 shares	...	Tls. 32 1/2
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,658	Tls. 26,389	4 % for 1897	...	Tls. 130
CIGARS AND TOBACCO COS.								
Alhambra, Limited	300	\$200	\$200	\$779	nil	\$125 for year ending 30.6.1900	...	\$100 sellers
Philippine Company, Limited	67,500	\$10	\$10	none	none	First year	...	\$94
SHANGHAI-SUMATRA TOBACCO COMPANY, LIMITED								
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000	Tls. 1,091	Interim of Tls. 3	10 %	Tls. 66 sales
MISCELLANEOUS.								
A. S. Watson & Co., Limited	60,000	\$10	\$10	\$25,000	\$2,883	Final of 50 cents making \$1 for 1903	7 1/2 %	\$13 1/2
Bell's Asbestos Eastern Agency, Limited	30,000	\$10	\$10	\$15,000	\$1,161	First year	...	\$13 sellers
Campbell, Moore & Co., Limited	8,624	12/6	12/6	none	\$596	6d. per share for 1903	5 1/2 %	\$5
Central Stores, Limited	1,200	\$10	\$10	\$5,590	\$1,161	\$3 for 1903	5 1/2 %	\$10 buyers
Do. (Founders)	6,603	\$15	\$12	\$20,000	\$1,253	Interim of \$1.20 for 1904	11 1/2 %	\$12 sellers
Do. (New Issue)	123	\$15	\$12	none	none	None	...	\$100
China-Borneo Company, Limited	24,000	\$15	\$12	none	First year	Preferential of 7 per cent for 1904	6 1/2 %	\$8 sellers
China Flour Mill Co., Limited	60,000	\$12	\$12	none	Nil.	60 cents for 1903	5 1/2 %	\$11 1/2 buyers
China Light and Power Company, Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,942	Tls. 6 for 1903	9 1/2 %	Tls. 65 sales
China Provident Loan & Mortgage Company, Ltd.	30,000	\$10	\$10	\$55,000	\$3,739	None	...	\$10 sales
Dairy Farm Company, Limited	10,000	\$7 1/2	\$6	\$70,000	\$1,171	\$1 1/2 for 1903	8 1/2 %	\$20 buyers
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	none	Dr. Tls. 15,318	Tls. 5 for 1902	5 1/2 %	\$23 buyers
Fraser and Neave, Limited	4,500	\$50	\$50	\$112,500	\$2,706	\$5 div. and \$2 1/2 bonus for 1903	7 1/2 %	Tls. 40 sellers
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000	\$10,517	\$2 1/2 for 1903	7 1/2 %	\$100 buyers
Green Island Cement Company, Limited	100,000	\$10	\$10	\$50,000	\$32,115	\$1.50 for 1903	7 1/2 %	\$47 sellers
Hall & Holtz, Limited	21,000	\$20	\$20	\$100,000	\$13,104	Final of \$1 1/2 making \$3 1/2 for 1903	4 1/2 %	\$33 sales
Hongkong & China Gas Company, Limited	7,000	£10	£10	£23,109 £3,000	£7,625	£1 div. and 2/- bonus for 1903	11 1/2 %	\$31 sales
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$1,747	\$1.00 for year ending 30.4.1904	6 1/2 %	\$160 buyers
Hongkong High-Level Tramways Company, Ltd.	30,000	\$10	\$10	\$30,000	\$4,283	\$20 for year ending 30.11.1903	5 1/2 %	\$9 buyers
Hongkong Ice Company, Limited	1,350	\$25	\$25	\$55,000	\$2,844	Interim of \$4 for 1904	6 1/2 %	\$300
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000	\$8,395	\$10 for 1903	7 1/2 %	\$250 buyers
Hongkong Steam Waterboat Company, Limited	7,500	\$10	\$10	none	\$1,548	Interim of 70 cents	7 1/2 %	\$140
Katz Brothers, Limited	10,000	\$100	\$100	\$375,000	\$21,822	First year	6 1/2 %	\$21 buyers
Lane, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	none	\$13 for 1903	9 1/2 %	\$20
Maatschappij tot Mijl. Bosch en Landbouwerij	25,000	Gs. 100	Gs. 100	Tls. 334,669 Tls. 11,143	Tls. 27,187	Final of \$7 making \$12 for year end. 29.2.04	8 1/2 %	\$131 buyers
Maynard and Company, Limited	3,400	\$10	\$10	none	\$803	3rd quarterly of Tls. 10, paid 15.9.04	13 %	\$140 buyers
S. Moutrie & Company, Limited	4,000	\$50	\$50	none	\$832	making so far Tls. 30, a/c 1904	7 1/2 %	Tls. 310 buyers
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	\$1,000	\$832	\$2 for year ended 31.10.1903	7 1/2 %	\$26 sales
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 108,172	Tls. 7,548	Final of \$3 making \$5 for the year ending 30.6.04	9 1/2 %	\$55 sellers
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	First year	...	\$50
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 15,000	Tls. 3,288	Interim of Tls. 3 1/2 for 1904	8 %	Tls. 105 sales
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 140,000	Tls. 7,369	Tls. 5 for 1903	5 %	Tls. 97 sales
Singapore Dispensary, Limited	600	\$50	\$50	\$6,000	\$800	Interim of 15/- for 1904	7 1/2 %	Tls. 155 sales
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$39,039	\$5 for year ended 31.7.1903	7 1/2 %	Tls. 387 1/2 buyers
Steam Laundry Company, Limited	5,000	\$5	\$5	none	none	None	...	\$70
Straits Ice Company, Limited	2,000	\$100	\$100	none	\$3,644	\$1 for 1903	8 1/2 %	\$25 nominal
Straits Trading Company, Limited	250,000	\$10	\$10	\$650,000	\$83,403	60 cents for year ended 31.5.04	8 1/2 %	\$4 sellers
Tebrau Planting Company, Limited	20,000	\$5	\$5	none	Dr. \$2,551	\$7 1/2 for second half year 1903	9 %	\$105 sales
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	none	Tls. 413	\$1 div. and 25 cents bonus for half year ended 30.9.1903	7 %	\$38
Tientsin Waterworks Company, Limited	2,000	T.Tls. 100	T.Tls. 100	Tls. 15,259	Tls. 667	\$1 div. and 25 cents bonus for half year ended 30.9.1903	...	\$1 1/2 buyers
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	\$20,000	\$480	Tls. 2 for half year	...	T.Tls. 110
Do. (Founders)	100	\$10	\$10	\$20,000	\$480	Final of Tls. 4 making Tls. 8 for 1903/4	8 1/2 %	T.Tls. 130
Watkins, Limited	10,000	\$10	\$10	\$4,800	\$1,041	90 cents for year ended 31.5.1904	10 1/2 %	\$10 buyers
William Powell, Limited	12,000	\$10	\$10	\$3,000	\$588	\$1 for 1903	10 1/2 %	\$180 buyers